Adoption Document:
December 2001

Miami-Dade TRANSPORTATION PLAN for the Year 2025

Metropolitan Planning Organization for the Miami Urbanized Area

MPO RESOLUTION # 41-01

RESOLUTION APPROVING THE MIAMI-DADE TRANSPORTATION PLAN TO THE YEAR 2025 AS AMENDED

WHEREAS, the Interlocal Agreement creating and establishing the Metropolitan Planning Organization (MPO) for the Miami Urbanized Area requires that the MPO provide a structure to evaluate the adequacy of the transportation planning and programming process, and

WHEREAS, the Transportation Planning Council (TPC) has been established and charged with the responsibility and duty of fulfilling the aforementioned functions, and

WHEREAS, statutory regulations governing the MPO program require that the urban area long range transportation plan be the subject of a major update every three years, and

WHEREAS, the TPC has reviewed the Plan and recommends its adoption.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BOARD OF THE METROPOLITAN PLANNING ORGANIZATION FOR THE MIAMI URBANIZED AREA:

SECTION 1. That the Miami-Dade Transportation Plan to the Year 2025 as amended is hereby approved.

SECTION 2. That the Miami-to-Miami-Beach premium transit connection be advanced from Priority III to Priority II.

The foregoing resolution was offered by Chairperson Gwen Margolis, who moved its adoption. The motion was seconded by Board Member Arthur E. Teele, Jr., and upon being put to a vote, the vote was as follows:

Board Member Miriam Alonso	- Absent	Board Member Dennis C. Moss	- Aye
Board Member Bruno A. Barreiro	- Aye	Board Member Dorrin Rolle	- Absent
Board Member Barbara M. Carey-Shuler	- Absent	Board Member Natacha Seijas	- Absent
Board Member Joe J. Celestin	- Absent	Board Member Darryl K. Sharpton	- Aye
Board Member Betty T. Ferguson	- Aye	Board Member Jose Smith	- Aye
Board Member Perla T. Hantman	- Absent	Board Member Katy Sorenson	- Absent
Board Member William H. Kerdyk	- Absent	Board Member Rebeca Sosa	- Aye
Board Member M. Ronald Krongold	- Aye	Board Member Javier D. Souto	- Aye
Board Member Joe A. Martinez	- Absent	Board Member Arthur E. Teele, Jr.	- Aye
Board Member Raul L. Martinez	- Aye	Chairperson Gwen Margolis	- Aye
Board Member Jimmy L. Morales	- Aye		

The Chairperson thereupon declared the resolution duly passed and approved this 6th day of December, 2001.

METROPOLITAN PLANNING ORGANIZATION
M.P.O.

By _____
Jose-Luis Mesa
MPO Secretariat

MIAMI-DADE TRANSPORTATION PLAN TO THE YEAR 2025
Public Outreach Activities Highlights

- **Public outreach efforts for the Year 2025 Plan were initiated through a public review of the previously-approved Year 2020 Transportation Plan. The Citizens Transportation Advisory Committee (CTAC), with MPO Staff assistance, led a seven-month review effort to involve the public, which consisted of several committee meetings as well as three interactive, televised meetings. This set of meetings, with over 200 attendees, plus several telephoned, faxed and emailed comments, lead to the "CTAC 2020 Recommendations Report," which became initial public input into the Year 2025 Transportation Plan.**

- **Additional public outreach efforts for the Year 2025 Transportation Plan were kicked off in April 2001 with the following activities:**

  - **a multilingual promotional brochure was produced and distributed to over 400 organizations**

  - **the MPO's website was updated to feature a section on the development of the new Plan**

  - **CTAC members were briefed on the development of the Plan and were invited to serve on the technical steering committee**

- **Three regional community meetings were held throughout the county in July and August to kick-off the "Call for Ideas!" campaign. In a departure from previous efforts, a different approach was taken whereby, after a brief overview of the Plan presented by staff, the meeting was transferred to the citizens to maximize the opportunity for people to voice their ideas on transportation problems and solutions. Important elements of these efforts included:**

  - **multilingual promotional "Call for Ideas!" flyers were created and advertised in three major newspapers as well as a mailing distribution to over 600 individuals and groups**

  - **a "Call for Ideas!" section was added to the MPO's website**

  - **the regional meetings yielded approximately 100 citizens attending in-person, (with an unknown number watching the televised meeting) and nearly 75 mailed, faxed or emailed comments received**

- **The draft Transportation Plan was presented and/or discussed at a series of over 20 additional meetings. These meetings included Homeowner Associations, village and town council meetings and other forums. This series of community meetings combined yielded over 500 attendees, and over 50 pieces of correspondence commenting on the Transportation Plan.**

- **Several comments, concerns, recommendations and suggestions received from citizens influenced the development of the draft Transportation Plan. Examples of public input received and used includes:**

  - **"Examine expansion of Light Rail alternatives where feasible" – Forwarded by the Citizens Transportation Advisory Committee (CTAC), this request called for the use of light-rail technology wherever feasible, and encouraged the technical Steering Committee to include this technology as it pertains to the Miami-to-Miami Beach extension of the East-West Multimodal Corridor. The Steering Committee agreed with CTAC and the project is currently shown in the draft Transportation Plan as a Light Rail project, in Priority III.**

  - **"Improve I-95 using Super Express HOV/HOT Lanes" – Forwarded by CTAC, this recommendation called for HOV or HOT lanes with limited access, flexible barrier or grade separated, with reversible flow options. The technical Steering Committee agreed and modified the originally-submitted FDOT proposal to include HOV/HOT Lanes in the I-95 Master Plan project as listed in the Draft Transportation Plan (Priority IV).**

  - **"Establish a transit grid system" – Forwarded by the CTAC, this recommendation called for a transit grid system for purposes of routing and scheduling. The draft 2025 Plan Goals and Objectives included, under Goal No. 1 "fill transit service gaps" as the second objective.**

  - **"Improvements needed to SW 137 Avenue" – Forwarded by a citizen, this request called for widening improvements to be made to SW 137 Avenue south of SW 184 Street. The draft 2025 had listed a project to four-lane SW 137 Avenue from SW 184 Street to US-1 in the Priority IV-Unfunded category. After consideration of the citizen comments received, this project was advanced to Priority II.**

  - **"Improvements needed to Krome Avenue" – Received from several citizens, this request called for capacity improvements and safety improvements to Krome Avenue, especially south of SW 8 Street. There are now three projects on Krome Avenue listed in the draft Transportation Plan: two sections on Krome Avenue calling for access management and safety improvements (in Priority IV) and one section, from SW 8 Street to SW 88 Street, calling for 4-laning (in Priority IV-Unfunded).**

- **Public outreach activities are scheduled to continue even after the Year 2025 Transportation Plan is approved by the MPO Governing Board. Comments received will continue to be evaluated as future potential Plan amendments.**

MIAMI-DADE TRANSPORTATION PLAN TO THE YEAR 2025
Environmental Justice and Title VI issues with respect to the Plan

- Executive Order 12898, issued in February 1994, calls for Federal agencies to make "efforts to identify and address as appropriate disproportionately high and adverse human health or environmental effects on minority populations and low-income populations…"

- Environmental Justice is addressed in the Goals and Objectives in the Year 2025 Transportation Plan. Under the Plan Goal "Enhance Social Benefits," the following objectives pertain to Environmental Justice:

  - Preserve community cohesion

  - Provide equitable and environmentally just travel facilities and services

  - Increase reverse commute opportunities for disadvantaged communities

  - Promote community compatible values in systems development and design

  The Plan Goals and Objectives were used as a basis for technical criteria in ranking and evaluating potential transportation improvement projects.

- The Public Outreach efforts for the Year 2025 Transportation Plan exceeded those of previous Plan Updates. MPO Staff and Consultants made major efforts to attend, visit and present Draft Plan information and solicit public comments from all areas of the county, including low-income and minority communities. These "in-person" contacts proved to be more effective and productive for purposes of getting the information out to the communities as well as soliciting needed input.

- The MPO is committed to develop strategies and methods to address the assessment of impacts of transportation projects on minority and low-income communities. Likely tools to assist the MPO in this work will be Geographic Information Systems (GIS) technologies as well as travel demand forecasting tool and transportation level-of-service estimating tools. In the upcoming fiscal year, the MPO will add an activity to its program to assist in developing the most appropriate set of tools to develop strategies and methods to adequately address Environmental Justice and Title VI issues.

MIAMI-DADE TRANSPORTATION PLAN TO THE YEAR 2025
Summary Highlights

- In Miami-Dade County, by the year 2025, population is expected to increase by 39%, and person-trips by 34%, when compared to current levels.

- The twenty-year transportation "Needs Plan" identifies more than one hundred capacity improvement projects. These include highway projects which will cost $5.8 billion, transit capital projects which will cost $4.4 billion, and transit operations and maintenance expenditures amounting to $5.9 billion. The program identified in the draft Needs Plan totals $16.1 billion.

- An alternative "Minimum Revenue Plan" was also developed, based on the expectation that only $11.2 billion will be available during the Plan period, and therefore a funding gap of slightly under $5 billion will exist. The Minimum Revenue Plan contains new low-technology transit corridor projects, and postpones important highway improvements. The cost of this Plan amounts to about two thirds of the cost of the Needs Plan.

- If as estimated, revenues are available only at the level identified in the Minimum Revenue Plan, approximately $4.2 billion for needed transit projects and $700 million for highway projects will not materialize.

- Improvement of the public transportation system is one of the primary emphases of the projects listed in the Minimum Revenue Plan. Identified transit needs call for providing exclusive right-of-way priority services along several major travel corridors and corridor extensions. Bus Rapid Transit (BRT) facilities are planned for the North (NW 27 Avenue) Corridor, Kendall Corridor and Northeast (Biscayne Boulevard) Corridor. Light rail transit is planned for a downtown Miami-to-Miami Beach connection in the MacArthur Causeway corridor. One heavy rail connection from Earlington Heights Metrorail Station to the Miami Intermodal Center is listed in the Plan. Another one-mile heavy rail extension of the existing Metrorail system is planned from the Dadeland South station to SW 104 Street. Other transit needs call for priority transit service in the SW 37/42 Avenue corridor from the Miami Intermodal Center to Douglas Road station and for the SR-826 corridor from Dadeland to the future Palmetto Metrorail station. Transit technologies for these two corridors have not been specified in the Plan pending further study. Finally, the East-West Corridor as specified in the approved Locally Preferred Alternative, remains as an unfunded heavy rail priority need in the Plan.

- Improvement to the highway system is another emphasis of the Minimum Revenue Transportation Plan. High Occupancy Vehicle (HOV) lanes or Express lanes are proposed along major expressways, such as SR-836, SR-874 of the Miami-Dade Expressway Authority system and the Homestead Extension of Florida's Turnpike (HEFT). Also, reversible flow lanes, designed to add capacity in the peak direction during peak travel times, are planned for Interstate 95. Incorporation of the latest electronics technology or Intelligent Corridors Systems (ICS) is also proposed for several major projects as a means of easing congested traffic conditions

- Non-motorized facilities (on-road bicycle lanes, off-road greenways and trails, and sidewalks) are included in the Plan. These projects comprise the MPO's Bicycle and Pedestrian Facilities Plan elements of the Long Range Transportation Plan. Funding for non-motorized projects is based on the assumption that 1.5% of eligible surface transportation funds will be devoted to non-motorized transportation projects. The funding guideline is a continuation and refinement of a similar funding policy recommendation that was contained in the 2015 and 2020 Long Range Transportation Plans.

- In addition to the proposed transportation infrastructure and capital needs, a variety of short-term strategies are identified to deal with urban travel congestion. These range from highway traffic design solutions to employer-based measures to promote use of carpooling and public transportation. Also, the Plan is supported by a program of policy studies that will recommend courses of action to deal with funding, private sector involvement, and project-related community issues that need to be resolved to allow the proposed Transportation Plan to be successfully implemented.

Alexander Penelas
Mayor

Governing Board

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ACKNOWLEDGEMENTS

The Miami-Dade Metropolitan Planning Organization (MPO) would like to thank the following committees and individuals for their input and assistance in developing the Miami Urban Area Transportation Study and Year 2025 Update.

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SECTION I

THE PLAN PROCESS

1.0 INTRODUCTION

The Miami Urban Area Transportation Study and Year 2025 Plan Update has been developed to guide transportation investments in Miami-Dade County for the next twenty-four years. The Plan is intended to be comprehensive, including connections to major activity centers, between and among roadways, transit facilities, bicycle facilities, pedestrian facilities, and other means of transportation.

This Miami-Dade Transportation Plan to the Year 2025 was developed prior to the tragic events of September 11, 2001. Officials for the State of Florida, and throughout the country, are trying to estimate the fiscal impacts stemming from both the previously slowing economy and the terrorist attacks on September 11th. These events will likely have significant impacts for near term transportation revenues, yet will have diminishing impacts on the long term revenues that largely comprise the revenue estimates presented in this Miami-Dade Transportation Plan Update to the Year 2025.

2.0 THE PLAN DEVELOPMENT PROCESS

The Miami Urban Area Transportation Study and Year 2025 Plan Update can be considered a refinement and enhancement of the previous update of the Plan (The Year 2020 Plan), which was adopted in May 1999. The current update effort was started in October 2000. This study has resulted in a complete reassessment of the future capital and operational needs for the County's multimodal network.

2.1 Goals and Objectives

The Update of the Long-Range Transportation Plan (LRTP) for Miami-Dade County will foster developing a transportation system that optimizes the movement of people and goods while reinforcing fundamental guiding principles of sustainability, equitability, and environmental compatibility. In order to accomplish this, the LRTP Steering Committee developed six goals for Miami-Dade County's transportation system. For each of these goals, several objectives were identified to help accomplish that goal. These goals and objectives were based upon the Transportation Equity Act of the 21st Century's (TEA-21) seven guiding factors for the development of long range transportation plans. The following set of goals and objectives approved by the Miami-Dade Metropolitan Planning Organization (MPO) Governing Board on June 21, 2001 formed a basis for selecting and prioritizing the candidate projects.

- **Improve Transportation Systems and Travel**
  - Complete roadway grids
  - Fill transit service gaps
  - Reduce congestion
  - Enhance mobility
  - Pursue multimodal travel options
  - Improve safety in facilities and operation
  - Enhance evacuation travel corridors

- **Promote Economic Vitality**
  - Increase access to employment areas and sites
  - Increase reverse commute opportunities
  - Enhance tourist opportunities
  - Increase and improve access to airports and seaports
  - Augment multimodal access to major activity centers
  - Generate employment opportunities
- **Enhance Social Benefits**
  - Preserve community cohesion
  - Provide equitable and environmentally just travel facilities and services
  - Promote elderly and disabled accessibility
  - Increase reverse commute opportunities for disadvantaged communities
  - Increase accessibility to major health care facilities
  - Promote community compatible values in systems development and design
- **Encompass Environmental and Energy Concerns**
  - Minimize air quality impacts of transportation facilities, services, and operations
  - Minimize water quality impacts of transportation facilities, services, and operations
  - Reduce fossil fuels use
  - Reduce access to environmentally sensitive areas
  - Promote sustainability in transportation systems
- **Integrate Land Use, Growth, and Development Considerations**
  - Discourage peripheral growth and urban area sprawl
  - Encourage infill growth and development
  - Promote tenets of Eastward Ho!
  - Discourage growth and development in high hazard coastal areas
  - Minimize access to and travel within sensitive land uses
- **Optimize Sound Investment Strategies**
  - Minimize construction costs
  - Minimize operations expenses
  - Optimize maintenance outlays
  - Optimize use of private sector funding sources
  - Maximize use of external funding sources

2.1.1 Planning Guideline for Transportation Aesthetics and Future Directions

In the Update of the Miami-Dade Transportation Plan, it is recognized that aesthetics and urban design in transportation are frequently overlooked considerations in the planning and design of projects. Aesthetic and urban design characteristics and features of transportation projects should be considered in the planning phases of projects.

The Transportation Plan endorses that the individual improvement projects listed herein should be evaluated by the Transportation Aesthetics Review Committee (TARC) for purposes of identifying and highlighting, early on, those projects with potential for aesthetic and urban design enhancement and those that may be considered "aesthetically-sensitive" such that they can be given due attention in this regard. In addition, the Transportation Plan technical steering committee has indicated that the idea of identifying a portion of project resources for consideration of aesthetic and urban design elements should be explored.

Subsequently, aesthetic and urban design considerations should be incorporated into the preliminary engineering and design phases of individual projects, such that aesthetic and urban design elements may become routine and inherent parts of transportation improvement projects and not add-ons. A current study is underway to recommend process changes for the state and local transportation implementation agencies which would make aesthetic and urban design considerations a routine part of the planning and project development processes

2.2 Background

The following sub-sections outline the background information for the underlying bases in developing the Plan.

2.2.1 Areas of Analysis

For the purposes of this Plan, Miami-Dade County was divided into six Analysis Areas. These areas are based on the current boundaries of the County Commissioner districts and are aligned to match existing traffic analysis zone (TAZ) borders.

A variety of population, employment, socioeconomic and travel data was aggregated to the Analysis Area level to provide both the public and decision-makers a more comprehensive view of the issues. It also allowed the public to focus their attention on the growth and travel demand issues in their neighborhood and surrounding area.

The six Analysis Areas are shown in **Figure 1** and are described below:

- The **North Area** of Analysis is composed of Commission Districts One, Two and Three. This area includes major sections of the cities of Opa-Locka, Miami, North Miami, North Miami Beach, Miami Shores, the Town of El Portal, and major neighborhoods including Carol City, Norland, and Biscayne Gardens, among others.[*]
- The **Beach / CBD Area** of Analysis consists of Commission Districts Four and Five. It includes the barrier islands along Biscayne Bay, parts of northeast Miami-Dade County, and the Miami Central Business District (CBD). Communities that are a part of this area include downtown Miami and the cities of Miami Beach, North Bay Village and Aventura and the

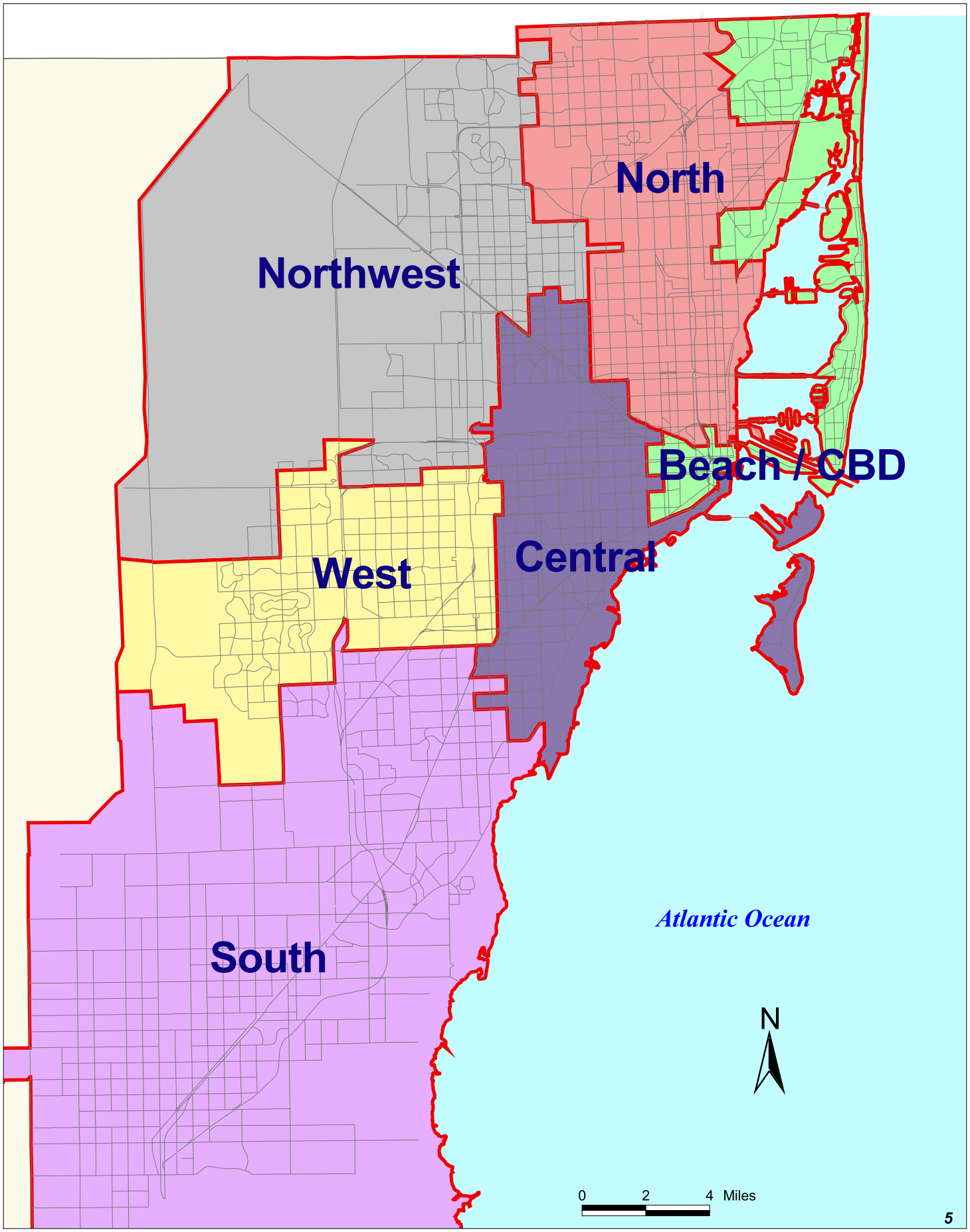
[*] Commission Districts are mentioned for reference purposes only. The borders of Commission Districts and Analysis Areas do not correspond exactly due to the Analysis Areas' alignment with TAZ borders.

towns of Golden Beach, Surfside, Bal Harbour, Indian Creek Village and Bay Harbor Islands. It also includes sections of the cities of Miami, North Miami, North Miami Beach, and sections of the villages of Biscayne Park and Miami Shores and encompasses Little Havana and the Roads areas of the City of Miami. *

- The **Central Area** of Analysis is made up of Commission Districts Six and Seven. This area includes the cities of South Miami, Virginia Gardens, and Miami Springs, and the Village of Key Biscayne, as well as sections of the cities of Hialeah, Coral Gables, and Miami and all of Coconut Grove. *
- The **South Area** of Analysis includes Commission Districts Eight and Nine. It contains the cities of Homestead, Florida City and Pinecrest, and various neighborhoods including Rockdale, Perrine, Cutler, Peters, Bel Aire, Cutler Ridge, Franjo, Goulds, Alladin City, Naranja, Princeton and South Allapattah. *
- The **West Area** of Analysis consists of Commission Districts Ten and Eleven. This area includes all or portions of the cities of Coral Gables, South Miami, and West Miami and several neighborhoods including Westwood Lakes and Kendall Lakes. *
- The **Northwest Area** of Analysis is composed of Commission Districts Twelve and Thirteen. It includes the City of Hialeah, the towns of Medley and Hialeah Gardens, the City of Sweetwater, Miami Lakes, the Lake District, and the Doral and Airport West commercial and industrial areas. *

* Commission Districts are mentioned for reference purposes only. The borders of Commission Districts and Analysis Areas do not correspond exactly due to the Analysis Areas' alignment with TAZ borders.

Figure 1: Miami-Dade County Areas of Analysis



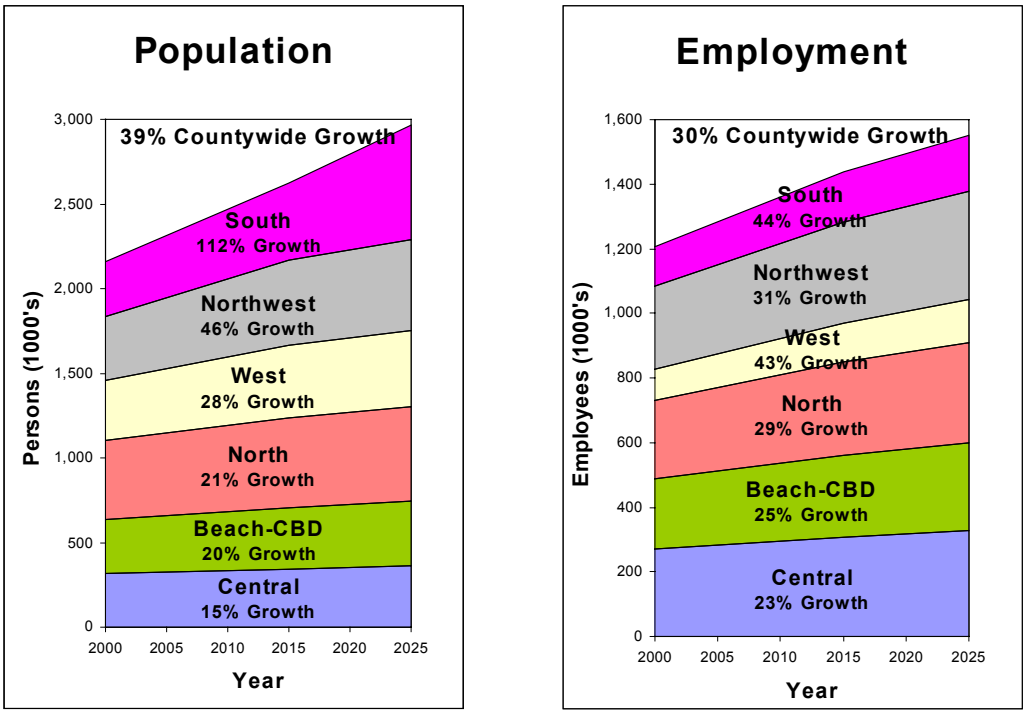
2.2.2 Socioeconomic Trends

Growth in population and employment leads to increases in travel. Our future travel needs are based, in part, on how and where these increases occur. Socioeconomic characteristics are the basis for the demand component of the travel demand model used in developing the Plan. **Table 1** and **Figure 2** depict the socioeconomic trends that will shape the area between 1999 and the horizon year, Year 2025. Countywide, the Population is expected to increase 39% to almost three million residents by 2025 with employment following closely with a 30% increase to over one and a half million employees. Dwelling units will increase by 36% to over one million units by 2025 and Autos and Trips are both expected to increase by 39% to two and ten million, respectively. These growth trends underscore the need for developing the County's Transportation Plan, which is designed to guide investments in sound, effective transportation projects.

Table 1: Countywide Socioeconomic Characteristics

Socioeconomic and Transportation Information	1999	2025	Percent Increase
Population	2,130,700	2,969,200	39%
Dwelling Units	767,900	1,040,700	36%
Employment	1,191,600	1,550,900	30%
Autos	1,507,100	2,096,500	39%
Trips	7,287,000	10,111,000	39%

Figure 2: Population and Employment Growth



2.3 Plan Development

The Plan development process took many months of technical work and public involvement activities. The Plan was developed through the use of a detailed travel demand model and other analytical tools, the results of which were evaluated by a technical steering committee made up of professionals representing state, regional, local agencies, municipalities, and citizens. This multidisciplinary perspective facilitated the development of the Plan using a multimodal approach and looked beyond strictly transportation considerations.

2.3.1 Candidate Projects

The first step in developing the Plan was to create a list of projects that were to be considered for implementation within the Plan horizon. This list was developed without regard to cost. This plan was based on the previous Plan's Needs Plan. Also, the Steering Committee, the Citizens' Transportation Advisory Council (CTAC), the Miami-Dade MPO Governing Board, and the public determined additional projects that were necessary to address Miami-Dade County's transportation needs to the Year 2025.

2.3.2 Project Evaluation

After the selection of the candidate projects was completed, the projects were evaluated by the Steering Committee based on the goals and objectives of the Plan and utilizing technical data developed from the travel demand model. Participants gave each project a score based on how well it addressed the goals and objectives of the Plan. The members' scores were then aggregated to arrive at a single final score for each project. The projects were then prioritized based on the composite score.

2.3.3 Financial Resource Analysis

The projections of Miami-Dade County's transportation financial resources to the Year 2025 were based on the estimated growth of population, gasoline/diesel fuel use, vehicle miles traveled, fuel efficiency, and motor vehicle registrations. Both FDOT Central and District Offices provided State FDOT Capacity Program revenue projections. FDOT Turnpike District revenues and MDX revenues are programmed into the work programs for those respective agencies and were considered as "reasonably available" capacity program revenues and expenditures for purposes of this analysis. County modal agency financial resources were projected based, in part, on the factors listed above, as well as on information provided by those agencies and the County's Budget Office. The Summary of Forecasted Revenues, Years 2006 to 2025, is presented in **Tables 2 and 3**.

The financial resources were analyzed to determine the available resources for capacity related improvements for surface transportation through the Year 2025. Capacity-related improvements are improvements to surface transportation facilities that add capacity to the transportation network and include improvements to or new highway, transit, rail, bicycle, or pedestrian facilities. In addition to the capital revenue, sufficient funding was reserved for project support, operations and maintenance (O&M), and preservation for existing and planned facilities. The assumptions made for the financial resources analysis are detailed in the Financial Resources Analysis Technical Report.

Table 2: Summary of Forecasted Capital Revenues, 2006-2025

Transportation Program	Total Forecasted Capital Revenues FY 2006-2025 (Thousands, 2000 dollars)				
	FYs 06-10	FYs 11-15	FYs 16-20	FYs 21-25	20 Year Total
FIHS Construction/ROW	337.5	300.9	285.3	251.5	1,175.2
Other Arterial Construction/ROW & Intermodal Access	446.2	536.4	508.7	492.6	1,983.9
MDT	286.3	265.1	251.6	244.1	1,047.1
DPW	222.1	195.2	172.3	151.9	741.5
TOTAL	1,292.1	1,297.6	1,217.9	1,140.1	4,947.7

Table 3: Summary of Forecasted O&M Revenues, 2006-2025

Transportation Program*	Total Forecasted O&M Revenues FY 2006-2025 (Thousands, 2000 dollars)				
	FYs 06-10	FYs 11-15	FYs 16-20	FYs 21-25	20 Year Total
MDT	963.3	918.7	881.7	845.8	3,609.5
DPW	134.1	119.2	106.4	94.8	454.5
TOTAL	1,097.4	1,037.9	988.1	940.6	4,064.0

* State funds, both FIHS and Non-FIHS (Other Arterial Construction/ROW & Intermodal Access) are not included in this table because those funds have already been set aside and will be sufficient to operate and maintain State facilities.

2.3.4 Cost Analysis

In order to determine the financial feasibility of the projects, costs for individual projects had to be determined. For these purposes, the candidate projects were grouped into the following categories:

- Partially funded Transportation Improvement Program (TIP) projects;
- Unfunded TIP projects;
- 2020 LRTP (2006 - 2020) projects;
- New proposed candidate (2020 - 2025) projects;
- Funded 2002 – 2006 Transit Development Plan (TDP) projects; and
- Unfunded TDP projects.

Project costs were taken from existing reports and work programs from the various modal agencies where available and converted to year 2000 dollars. All costs and all revenues were expressed in terms of year 2000 dollars for purposes of this work. Costs were calculated from unit costs derived from FDOT's Cost Estimation Manual and/or from costs for existing, similar facilities for candidate projects where costs had not yet been developed by a modal agency. Costs for new and replacement buses and for several transit corridors were taken directly from Miami- Dade Transit (MDT). Cost data for other transit projects were based on detailed analyses and/or recent studies. The latest

study recommendations and results were incorporated for premium transit corridors that were identified as candidate projects for the Plan.

Capital and O&M cost estimates for the proposed highway improvements in the Year 2025 Transportation Plan were primarily based upon existing estimates of O&M expenses from the road-building agencies. In the case of the State Highway System, FDOT has already set aside sufficient funding to operate and maintain State facilities. For the County road facilities, Miami-Dade County Public Works Department provided estimates, based on per-unit maintenance costs and recent mileage reports. In addition, recent O&M expenses as shown in the FY 2002 TIP were examined and referenced.

O&M costs for transit were projected for the various corridors, based on various sources, including the Major Investment Study/Draft Environmental Impact Study (EIS) for the East-West Multimodal Corridor and unit costs gathered from MDT as well as research on national transit properties.

2.3.5 Recommended Minimum Revenue Plan

The total cost of the Candidate Projects exceeds the revenue available through 2025. Therefore, the Candidate Projects were prioritized based on their composite score. This prioritized list was then reviewed for system continuity, equitable distribution of resources, mix of transportation modes, and funding compatibility. The process considered additional facilities to and improvements to the Florida Intrastate Highway System, other State roads, County roads, local roads, and expansion and enhancements to the public transit system.

To develop the Minimum Revenue Plan, four different revenue sources were identified; FIHS, Non-FIHS (Other Arterial Construction/ROW and Intermodal Access), MDT, and DPW. As a result of the project evaluation process, projects were prioritized based upon their composite average score with respect to the LRTP Goals and Objectives. In general, all revenue sources except FIHS are assumed to be flexible. Unfunded FIHS projects were identified as candidate projects for other flexible funding sources. Starting with the available balances of the remaining funding sources and with the highest ranking projects, the total cost of each Capital Improvement project, including future Operations and Maintenance (O&M) expenses, were subtracted from the most available funding source until each of the funding sources was completely exhausted. O&M costs required for the existing transit system were assumed to be funded from existing MDT revenue. It is also assumed that a portion of the local gas option tax, a DPW Revenue source, can be used for transit capital projects, otherwise the rest of the DPW Revenue is assumed to be used for only County roadway projects. Another assumption was that MDT projects costing more than $100 million were not to be fully funded locally, but were to be funded using a 50/50 combination of FTA Grant money and local funds.

Certain assumptions were made to ensure that the existing system would be maintained. For example, categorical O&M “box items” for the existing bus fleet and O&M for the County roadway system were listed at the top of the project list and funded prior to new

capacity projects. A funding set-aside for non-motorized projects was also funded before other projects.

The Program of Projects, shown in Section II, lists the projects by Priority Category. A companion list for bicycle and pedestrian projects is also shown in Section II.

2.3.6 Mobility Trends

Year 1999 is the base year for the travel demand model that is used in this study to project the transportation conditions for the horizon Year 2025 and to compare the results of the analysis. A qualitative measure that describes the operational conditions of traffic flow, and as perceived by motorists, is the Level of Service (LOS). There are six Levels of Services defined from A to F based on the volume to capacity (v/c) ratio for a road. LOS A is the best representing free flowing traffic and LOS F is the worst representing total congestion, a stop and go situation, as the volume approaches and even exceeds the capacity. **Figure 3** depicts the daily Level of Service for the Base Year 1999.

As noted in Section 2.2.2 Socioeconomic Trends, the growth in population and employment leads to an increase in travel. Based on the projected growth rates from 1999 to 2025, the increase in travel demand, person trips, increases by 34%. This is approximately half way between the population and employment growth of 39% and 30%, respectively. This growth in person trips increases the vehicle miles traveled by 46%. However, due to financial constraints, the highway lane miles and transit services are not able to increase at the same rate as the demand. **Figure 4** depicts the daily Level of Service for the proposed Minimum Revenue Plan.

In comparing the daily level of service for the base year 1999 and the horizon year 2025, the increase in the number of roadways with LOS F demonstrates that the volume of traffic is increasing faster than capacity improvements can be funded and built even if the most cost-effective plan has been developed through the process. **Table 4** summarizes and compares the 1999 and the proposed 2025 transportation systems.

Table 4: Transportation Plan Summary Statistics

Statistic	Existing (1999)	Minimum Revenue Plan (2025)
Person Trips	7,172,000	9,584,000
Highway Lane Miles	5,246	5,976
Vehicle Miles Traveled (VMT)	38,624,000	56,241,000
Vehicle Hours Traveled (VHT)	1,754,000	4,301,000
Level of Service “F” (lane miles)	7.1%	16.5%
Transit Route Miles	2,924	3,497
Transit Linked Trips	194,000	275,000
Transit Mode Share	2.7%	2.9%

Figure 3: Year 2025 Transportation Plan
Year 1999 Base System - Level of Service (LOS)

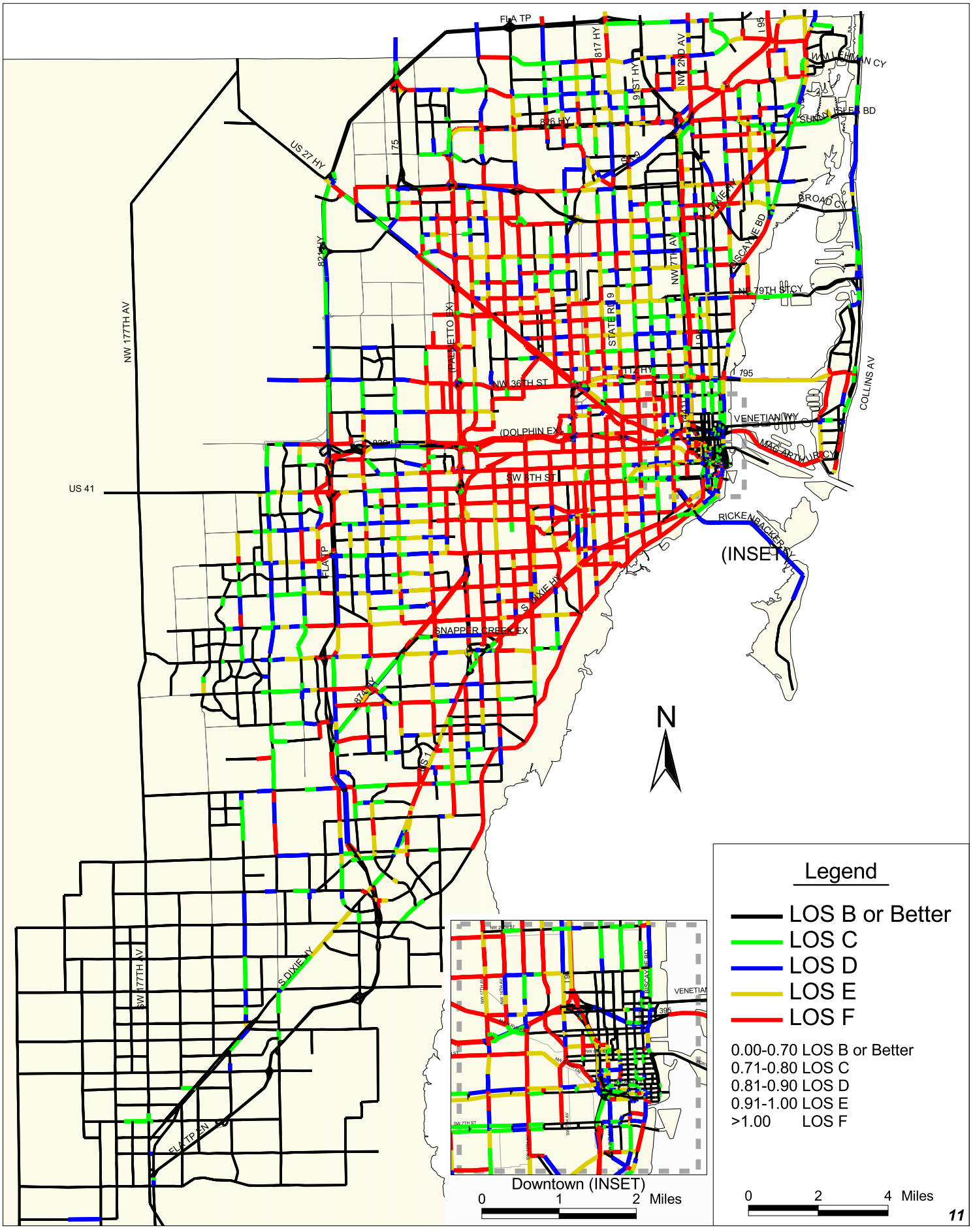
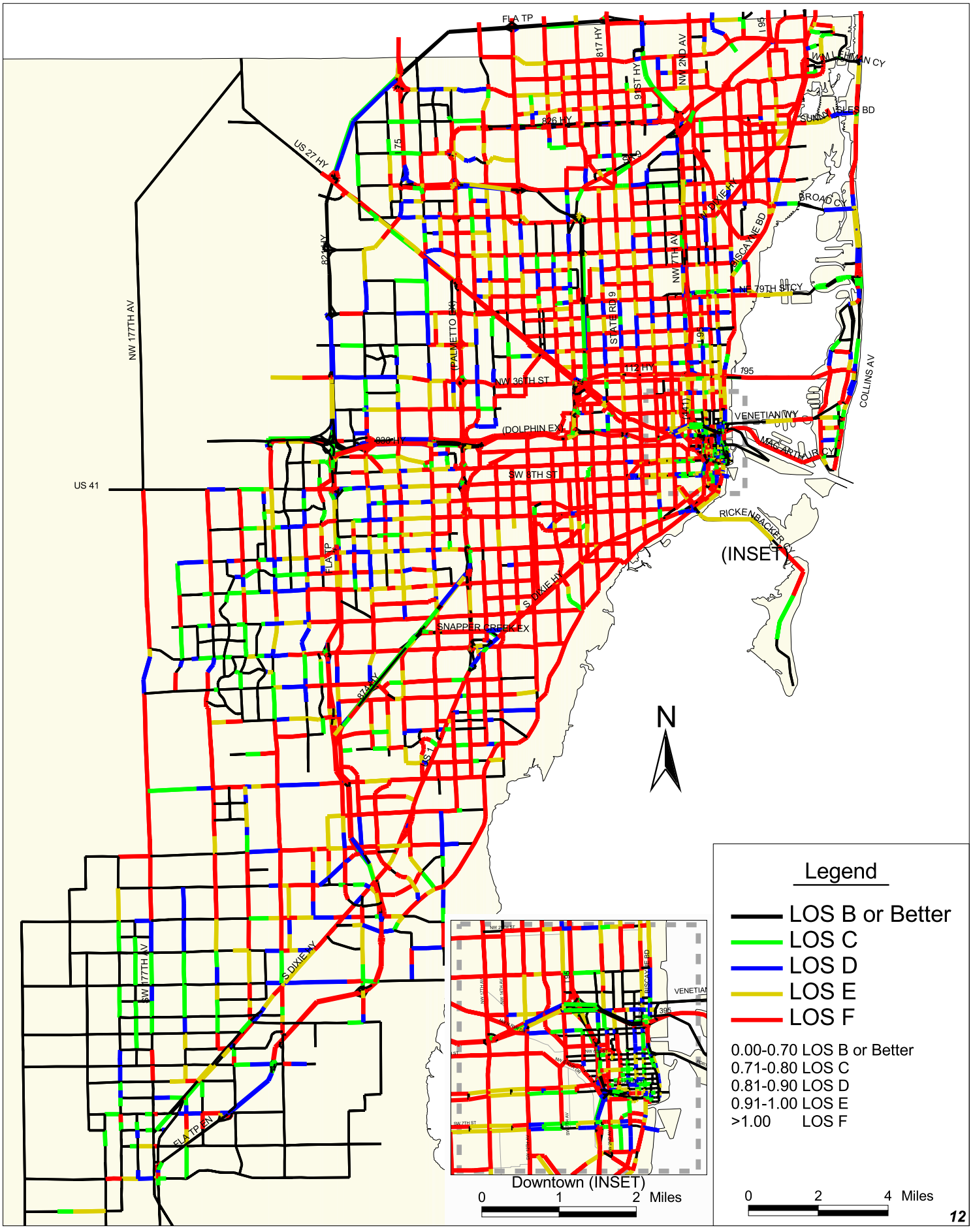


Figure 4: Year 2025 Transportation Plan
Minimum Revenue Plan - Level of Service (LOS)



3.0 TRANSPORTATION ALTERNATIVE STRATEGIES

Alternative transportation strategies focus on demand and resource management to increase the efficiency of the existing transportation system without major capital expenditures. In addition to the traditional transportation capital and operational improvements proposed in the Year 2025 Plan, the following strategies are included as part of this Plan to promote the efficient use of the transportation system.

3.1 Comprehensive Development Master Plan

Miami-Dade's Comprehensive Development Master Plan (CDMP) is the framework that guides development within the county. Within the CDMP are goals and objectives that compliment the use of alternative strategies to promote increased efficiency of the existing transportation system without increasing physical capacity.

- Priority Corridors
- Urban Core Densities
- Liveable Communities/Transit-Oriented Development
- Smart Growth/Sustainability

3.2 Transportation Management Systems

Transportation Management Systems are techniques that can be applied to the transportation system to increase its capacity. Transportation Management Systems are an alternative to capital improvements. Transportation Management Systems consists of strategies to reduce the number of vehicles in the network and to increase efficiency and safety through the use of advanced technology.

3.2.1 Congestion Management System

Congestion Management Systems (CMS) are processes used to provide information on the performance of the transportation system and emphasizes alternative techniques to alleviate congestion thereby, enhancing the mobility of people and goods and improving the quality of life for those that live and work within the Miami-Dade area. All Transportation Management Areas (TMA) (urbanized areas with a population over 200,000) are required by Federal Regulation to include a CMS in the planning process (23 USC 143(i)(3)). The purpose of the CMS is to evaluate transportation alternatives along congested corridors before implementing traditional projects that increase physical capacity of the roadway. Following are examples of CMS strategies:

Vanpool Programs

In January 1998, the Miami-Dade Metropolitan Planning Organization (MPO) initiated a vanpool program based on a 3-year demonstration project. The South Florida Vanpool Program (SFVP) is a joint effort between the Florida Department of Transportation (FDOT), the MPO, the South Florida Commuter Services (SFCS) and VPSI Commuter Vanpools. The main purpose of the vanpool program is to provide vans to individuals traveling together on a regular basis to work. The program is also accessible to

institutions, businesses, agencies and other organizations, in the South Florida region comprised of Miami-Dade, Monroe, Broward and Palm Beach counties.

The capacity of the vans varies from 7 to 15 passengers according to the size of the group. One of the participants serves as a volunteer vanpool driver and enters into a lease arrangement with the provider firm. The person thereby, accepts responsibility for the van. The lease agreement can be terminated at any time. The only requirement for such termination is a 30-day written notice to the vanpool provider.

The SFVP has impacted the Miami-Dade area by:

- Eliminating over 200,000 trips from the roadway system.
- Eliminating over 6.5 millions of passenger-miles.
- Freeing over 200 parking spaces on a monthly basis.
- Reducing the level of pollutions in the region.

Currently, there are 35 vanpool groups within the program. The SFVP has been funded through CMAQ sources. No local match has been used for the operation of the program.

Ridesharing/Carpool Programs

In the South Florida region, the South Florida Commuter Services (SFCS) is the entity responsible for providing these services. Under the umbrella of the Florida Department of Transportation (Districts 4 and 6), the SFCS has helping people to use alternative commute options and eliminating trips from the region's highways. Among the services provided by the SFCS are:

- A 24-hour Call Center to provide commuting information to the public. This particular service covers transit information for the 3-county area, as well as carpooling and vanpooling.
- Matching services for carpooling and vanpooling.
- The Emergency Ride Home (ERH) Program, which provides free taxi service in the event a qualified commuter is faced with an emergency and needs to get home.
- An Outreach Program to educate the citizens about the benefits of using alternative transportation modes, other than a driving alone.

During 2000, the SFCS has contributed to reduce traffic congestion by eliminating over 1.3 million vehicle-trips, and saved over $7.2 million to commuters in the South Florida Region.

Exclusive and Reversible Lanes

Presently, the MPO is conducting a study to identify transit corridors that are suitable for establishing exclusive bus lanes in the area. Based on the established criteria, two candidate corridors have emerged as potential locations for the establishments of this facility:

- Biscayne Boulevard from NE 14th Street to NE 36th Street, and
- NW/NE 167th /163rd Street from NW 2nd Avenue to NE 15th Avenue.

Parking Management

As part of their responsibilities, the SFCS helps employers to maximize the use of their parking facilities. Additionally, the SFCS has been working with employers, Miami-Dade County, and transportation partners in promoting the use of park and ride facilities along the main highway corridors such as I-95 and the Turnpike.

The MPO also conducted a Parking Policy Study to evaluate parking management alternatives that may help to reduce traffic congestion. Measures recommended in the study are being considered for implementation.

Congestion Pricing is placing a higher price on roadways during peak hours and encourages alternate routes or modes of transportation thereby, reducing the congestion during peak hours.

Signalization Optimization increases efficiency of the existing system by improving travel time thereby, reducing congestion.

Work Hour Management

Work Hour Management provides alternative work arrangements to reduce traffic congestion during peak travel periods (examples include Flextime, Staggered Work Hours, Modified Work Weeks and Telecommuting). The SFCS promotes the implementation of these alternatives at different employer sites. At the county level, there are several offices that have implemented one of the above-mentioned three work hour options. The county is in the process of establishing a countywide demonstration program for telecommuting.

Shuttle Services

The MPO conducted a study to evaluate the feasibility to implement shuttle services in the Downtown and Airport West areas. As a result, two shuttle routes (International Mall and Blue Lagoon) were proposed for the Airport West Area and three shuttle routes (Overtown, Flagler and Brickell) for the Downtown Area. The Brickell Shuttle Route was implemented recently providing service from Brickell Key to the Metrorail/Mover/Bus Brickell Station.

Intersection Improvements

The MPO developed a Resourceful Use of Streets and Highways (RUSH) Program for alleviating traffic congestion at local intersections. A study was conducted under the RUSH Program to identify potential intersections for improvements. The following criteria were established during this process to determine candidate intersections:

1. No Right-of-Way acquisition,
2. Insignificant environmental impacts,
3. Improvement cost per intersection under $100,000,
4. Local acceptance, and
5. One-two year implementation project.

Over 100 intersections were evaluated and 25 were recommended for improvements.

Transportation Management Organizations (TMOs) / Transportation Management Initiatives (TMIs)

These organizations are partnerships between businesses (typically private non-profit groups) and local government designed to help solve local transportation problems associated with rapid growth and development. Currently, there are four of these groups operating within the county: Miami Beach Transportation Management Association (MBTMA), Civic Center Transportation Management Organization (CCTMO), Downtown Transportation Management Initiative (DTTMI) and the Airport West Transportation Management Initiative (AWTMI).

3.2.2 Intelligent Transportation Systems

Intelligent Transportation Systems (ITS) make use of advance technology to improve the movement of people and goods and in general, enhance the existing transportation infrastructure. ITS is the collection, analysis and dissemination of real-time information to improve the efficiency and safety of the existing surface transportation system. The goal is safer, quicker travel.

The integration of ITS strategies into the transportation planning process is one of the requirements of TEA 21. The Florida Department of Transportation has created a Florida Statewide ITS Strategic Plan to act as a guide for planning, programming and implementing integrated multi-modal ITS elements.

Integration of ITS into the planning process requires each Florida MPO to develop an ITS element and integrate ITS planning into their transportation planning processes consistent with the National ITS Architecture. Miami-Dade County has met those requirements.

The initial ITS Plan for Miami-Dade County was approved by the Miami-Dade Governing Board in February, 1997. That plan primarily served as a general introduction

to ITS, and provided an inventory of ITS-related projects and activities in the metro area. An ITS Plan Update was approved June 1999. This ITS Plan Update identified ITS "enabling" projects key to deployment of a regional ITS System, as well as other ITS "enhancements" to traditional transportation improvement projects and services that were location specific. Most importantly, the ITS Plan Update stressed the importance of a regional ITS architecture for ITS.

The ITS Plan (ITSP) for Miami-Dade County has four main objectives:

- To establish a general policy planning process for ITS;
- To coordinate ITS project planning and integrate it with the area's overall regular transportation planning process;
- To provide a means for education and accountability for ITS investment to the general public; and
- To seek and sustain overall support for ITS, particularly by facilitating partnerships with the private sector.

Four goals for integration of ITS strategies are identified within the ITSP:

- Preservation of Mobility and Safety;
- Promotion of intermodalism;
- Increase in public transportation usage; and
- Enhancement transportation system for tourists.

The Miami-Dade County MPO understands the importance of a Statewide ITS architecture and supports its regional components. In an effort aimed at facilitating and moving forward the regional Advanced Traveler Information Systems (ATIS) deployment, the Miami-Dade MPO initiated and completed a Tri-County Memorandum of Understanding for ATIS. The Memorandum of Understanding was executed by FDOT Districts 4, 6 and 8, the MPOs of Broward, Palm Beach and Miami-Dade Counties; the Miami-Dade Expressway Authority (MDX); the Tri-County Commuter Rail Authority (Tri-Rail); and the Counties of Broward, Miami-Dade and Palm Beach on behalf of their transportation agencies.

The Miami-Dade MPO has also completed in 1998 a Fiber-Optic Communications Concept Plan for Dade County's Intelligent Transportation Infrastructure (ITI). The report was intended to define a concept plan for fiber-optic communications network that would support Miami-Dade County's ITI.

During 2001, the MPO commissioned two studies related to ITS. The first was the "Interactive Traffic Radio Broadcasting Service Feasibility Requirements for Miami-dade County" and the "Transportation Management Center (TMC) Functionality Requirements for Miami-Dade County". The Interactive Traffic Radio, completed in June 2001, assessed the feasibility of establishing and operating a broadcasting radio service, which on pre-established days and times, could deliver interactive traffic and incident information to motorists and travelers in Miami-Dade County. The ongoing "TMC

functionality requirements study" is an effort to define countywide, functionality requirements for transportation management in the County that will assure maximum safety and efficiency of mobility while preserving existing TMC autonomy. Report expected to be approved by early 2002.

While ITS strategies can be applied to almost any part of the transportation system, it is important to identify areas in most need of help. Twelve priority corridors were identified based on several factors including their importance to travel within Miami-Dade County and congestion levels among others. The following roadways have been in the ITS Plan identified as congestion roadway corridors:

- I-95,
- SR 976 (Bird Road),
- SR 874 (Don Shula Expressway),
- SR 836 (Dolphin Expressway),
- SR 826 (Palmetto Expressway),
- SR 94 (Kendall Drive),
- SR 90 (Tamiami Trail),
- AIA,
- US 1 (South Dixie Highway/Biscayne Boulevard),
- SW and NW 27 Avenue,
- NW 36th Street, and
- Okeechobee Road.

ITS strategies are intended to improve or maintain the existing investments in infrastructure. Some ITS strategies are currently underway in Miami-Dade County and more are being planned. The following ITS strategies are examples of ITS strategies currently implemented or under development within Miami-Dade County:

- **Sunguide Program,** a regional platform to deploy, operate and maintain ITS, facilitate coordinated actions on ITS and share information, expertise and resources. The Sunguide Program goal is to bring Tri-County agencies together and deploy ITS and advanced communications systems and systematically deploy and operate an integrated, seamless intermodal transportation system.
- **Sunguide Advanced Traveler Information System,** a Tri-County service to provide reliable up-to-date travel advisories and free traffic information to traveling public through: toll free one-call number, fax, internet, radio and TV. Initiated operations May 2001.
- **Electronic Toll Collections Systems,** known locally as SunPass, it utilizes Automatic Vehicle Identification subsystem which reads the identity of passing vehicles equipped with transponders through a special antenna installed in each lane. SunPass is currently in operation on the Florida's Turnpike, SR 836 (Dolphin Expressway), SR 112 (Airport Expressway), SR 874 (Don Shula Expressway), SR 878 (Snapper Creek Exp Expressway), and SR 934 (Gratigny Expressway).

- **Freeway Service Patrol Program**; locally known as the Sunguide Road Ranger Program. The Road Ranger trucks continuously rove the expressway in the service area looking for stranded motorist, debris on the road, traffic accidents and other incidents. They operate 24 hours a day, 7 days a week on I-95, I-75, SR 836 (Dolphin Expressway), SR 112 (Airport Expressway), SR 874 (Don Shula Expressway), SR 878 (Snapper Creek Expressway), SR 934 (Gratigny Expressway) and the Florida's Turnpike.
- **Incident Management Team;** FDOT District 6 heads a committee that groups and coordinates incident management. It meets monthly to produce and update the incident management plan;
- **Transit Management System** is a system wide automatic vehicle location (AVL) and control center. The Miami-Dade Transit agency has AVL in all of its fleet.
- **FDOT's ITS Operation Management Center** to open 2002 at FDOT District 6 headquarters in Miami.
- **Advanced Traffic Management Systems**, an ongoing funded effort to update Miami-Dade County Traffic Signal Control. In Miami-Dade County all traffic signals are under the jurisdiction of Miami-Dade County Public Works Department.
- **Freeway Management/ Ramp Metering Systems**; funded effort currently planned for I-95 by FDOT District 6.
- **Advanced Fare Payment** systems (Smart Cards) are being considered for multi-modal and multi-jurisdictional fare payment and payment at related parking facilities in the Tri-County area.

3.3 Intermodal Systems

Intermodal linkages connect individual modes of transportation such as buses, trains, airports, seaports, automobiles, freight, bicycle and pedestrians to create a unified transportation system. The goal is to create a more balanced transportation system by integrating all modes of transportation improving the efficiency and the safety of services for both passengers and freight. The objective is to create an optimal intermodal system utilizing all modes of transportation rather than optimizing a single mode of transportation.

3.3.1 Miami Intermodal Center

The Miami Intermodal Center (MIC) is a mulitmodal access facility providing regional connectivity and improved access to the Miami International Airport (MIA). The MIC will provide safe and efficient transfers for users of various modes of transportation including commuter, heavy and light rail systems, buses, taxis, private automobiles, and bicycles. In addition to increasing mulitmodal access, rental car facilities will be consolidated within the MIC improving access to those facilities. A tram service connecting the rental car facilities and the airport will also be provided as well as connections to cruise ship terminals.

3.3.2 Freight Movement

One goal of the Miami-Dade MPO is to provide for an integrated system to enhance the efficiency of freight movement within the surface transportation system.

Since the advent of ISTEA a decade ago, particular emphases on multimodal solutions to transportation problems, and the inclusion of not only person transportation projects, but those which specifically address freight movement and improving the transportation goods in urbanized areas have been hallmarks for development of Long Range Transportation Plans. TEA-21 continues this emphasis for current generation Transportation Plans, further underscoring the importance of goods movement as a significant role transportation networks are expected to play.

The 2025 Miami-Dade LRTP embraces addressing freight movement concerns through inclusion of a variety of projects focused on improving truck-mediated goods movement throughout the County.

Both Miami International Airport (MIA) and the Port of Miami are recognized as the two most important individual entities serving as economic engines for Miami-Dade. The Airport is one of the busiest not only in the US, but also in the world, and a recognized leading international air cargo hub as well. The Port of Miami is not only the world's largest, busiest cruise port, but the leading container cargo port in Florida, and one of the top 10 on the eastern seaboard. In both cases, trucking is the dominant mode of cargo access and transshipment.

The Long Range Plan includes projects which significantly improve freight and goods movement to and from these two facilities over the life of the Plan.

An under-Bay tunnel to the Port will perform two major functions. First, it increases transportation system effectiveness and efficiency by allowing truck traffic direct access to the Interstate system from the Port. Second, because the Port is an island offshore of Downtown Miami, the tunnel will obviate the need for the streams of heavy trucks to traverse the sole bridge leading to city streets to reach the expressways and Interstates which provide the most direct connections to break-bulk, warehousing, and distribution centers within Miami-Dade, and to points elsewhere in Florida, the Southeast, and the rest of the country.

Improvements to NW 25th Street at and west of NW 72nd Avenue will allow more efficient truck access to "Cargo City", the extensive cargo-handling areas of Miami International Airport. Cargo City has undergone tens of millions of dollars of replacement, reconstruction, and renovation of air cargo handling at MIA over the past several years, and continuing efforts at improving not only these facilities, but the roadways which service them, have been committed. NW 25th Street is the main arterial linking MIA air freight services and facilities with areas of warehousing, distribution, and freight forwarding in the Airport West section of the county. Improvements to, and direct access to, 25th Street, will enhance the viability of MIA to continue its substantive growth in air cargo operations and contribute to County economic vitality. It will also

improve traffic flows along the major east-west corridor between SR 836 to the south and NW 74th Street to the north.

A number of other lesser but still important improvements to roadways within the Airport West area will also serve to expedite truck movements and retain economic competitiveness of county and regional freight-associated activities. Additionally, improvements to roadways in several other areas of Miami-Dade address projected traffic flow deficiencies and diminished levels of service; a number of these improvements are recommended for roads serving the trucking that serves industrial areas of Miami-Dade as well.

3.3.3 Bicycle/Pedestrian Plans

As population increases, the construction of bicycle and pedestrian facilities as an alternative to automobile travel becomes increasingly more important. The population within Miami-Dade County is expected to near three million people by the Year 2025. To meet the transportation needs of those individuals who walk or bike for mobility, the Miami-Dade (MPO) is focusing on meeting those needs within its transportation Plan.

The first Bicycle Facilities Plan for Miami-Dade County was developed in 1995. The 1995 Plan examined existing roadway conditions in relation to bicycle travel and proposed a set of improvements. That Plan, however, did not rank the projects in order of priority nor apply funding to establish a priority plan. The Bicycle Facilities Plan has been updated and a Pedestrian Facilities Plan has been created that identifies bicycle and pedestrian projects and creates a Minimum Revenue Priority Plan.

The overall purpose of Miami-Dade County's *Bicycle and Pedestrian Facilities Plans* is to examine existing roadway conditions as they relate to bicycle and pedestrian travel, and propose a set of facility improvements to be incorporated into the Transportation Improvement Program (TIP). The creation of bicycle and pedestrian plans is a step towards achieving a higher percentage of non-motorized trips by identifying areas with the greatest need of bicycle/pedestrian improvements.

A bicycle and pedestrian network was established including all major collector and arterial roads within Miami-Dade County, which permit bicycles. An inventory of existing conditions such as the width of existing sidewalks, buffers, outside lane and paved shoulder was conducted for all segments within the bicycle/pedestrian roadway network. These factors were used to determine the bicycle and pedestrian level of service for each roadway segment. Level of service, along with other factors such as latent demand for bicycle and pedestrian facilities, proximity to public schools, proximity to other attractions such as employment centers and parks, traffic congestion, and safety were examined to determine an individual roadway segment's relative need for bicycle and pedestrian facility improvements.

Roadway segments with the greatest need for bicycle and pedestrian improvements were identified and prioritized. Projects were developed and their costs were estimated. The 2025 Minimum Revenue Plan for Bicycle and Pedestrians is provided in Section II of this

document. The projects that have been included in the financially constrained element are based on the assumption that 1.5% of eligible federal funds will be devoted to non-motorized transportation projects in addition to the amount of Transportation Enhancements program funds that have historically been programmed for bicycle and pedestrian projects. Non-motorized features included in roadway construction projects as a matter of policy or standards are not considered to be part of this funding set-aside and are expected to be funded as part of the usual cost of roadway construction.

The Long Range Transportation Plan Steering Committee recommends the list of bicycle and pedestrian projects (as found in Section II) and the 1.5% set-aside for construction them as a funding guideline of the 2025 Long Range Transportation Plan. This guideline is a continuation of a similar funding recommendation that was contained in the 2015 and 2020 Long Range Transportation Plans.

Other efforts to improve bicycle mobility within Miami-Dade County include the Bikes-on-Transit Program. The Miami-Dade MPO has worked with Miami-Dade Transit to provide Metrorail Bicycle Lockers. Lockers promote cyclists to ride further than they normally would when Metrorail is near their residence, work or other places they usually travel. Free bike and ride permits are also available which permit cyclists to bring a bicycle on-board Metrorail during off-peak weekday hours and on all weekend and holiday hours. The permits also allow cyclists to mount a bicycle on any rack-equipped Metrobus during normal operating hours.

The Miami-Dade MPO has also taken a series of steps to increase the awareness of the needs and behaviors of cyclists thereby, encouraging bicycle usage. Activities include the distribution of safety pamphlets, the introduction of a traffic safety program in Miami-Dade public elementary schools, the provision of materials to the Miami-Dade Police Department to conduct one-day bicycle "rodeos" and safety events for various organizations such as local hospitals and community groups, and participation in lectures and meetings with professional groups.

3.3.4 High Speed Rail

In November 2000, the Florida Voters approved a constitutional amendment to create a Florida High Speed Rail that would run throughout the State of Florida. Article X, Section 19 of the Florida Constitution states the following:

> *To reduce traffic congestion and provide alternatives to the traveling public, it is hereby declared to be in the public interest that a high speed ground transportation system consisting of a monorail, fixed guideway or magnetic levitation system, capable of speeds in excess of 120 miles per hour, be developed and operated in the State of Florida to provide high speed ground transportation by innovative, efficient and effective technologies consisting of dedicated rails or guideways separated from motor vehicular traffic that will link the five largest urban areas of the State as determined by the Legislature and provide for access to existing air and ground transportation facilities and services.*

HB 489, the *Florida High Speed Rail Authority Act*, creates a Florida High-Speed Rail Authority and provides for the feasibility study and creation of the High Speed Rail. Section 3 (1) (b) provides for the rail to serve Miami after the initial segments between St. Petersburg, Tampa, and Orlando are completed. This high speed rail system will be separated from motor vehicle traffic and be capable of traveling speeds in excess of 120 miles per hour. To the maximum extent possible, nongovernmental sources of funding will be used for the design, construction, and operation of the system.

This Minimum Revenue Plan does not include any assumptions regarding the allocation of funds toward a future High Speed Rail project.

SECTION II

PROGRAM OF PROJECTS

4.0 RECOMMENDED MINIMUM REVENUE PLAN

The draft Miami Urban Area Transportation Study and Year 2025 Plan Update has been developed to guide transportation investments in Miami-Dade County to the Year 2025. The Plan is intended to be comprehensive, including connections to major activity centers, between and among roadways, transit, bicycle and pedestrian facilities. Based on the Financial Resource Analysis, there is only a limited amount of funding available for transportation improvements in Miami-Dade County during the Plan period. The Minimum Revenue Plan is financially constrained and consists of Candidate Projects for which funding is projected to be available.

5.0 PRIORITY CATEGORIES

The Candidate Projects were grouped into four Priority Categories. The Priority Categories are described as follows:

- **Priority 1** projects are projects to be completed and opened to service by the Year 2010 or shortly thereafter. This group includes those projects needed to respond to the most pressing and current urban travel problems. Funds for many of these improvements are already programmed in the Miami-Dade MPO's Transportation Improvement Program. *
- **Priority 2** projects are improvements where project development efforts should commence before 2010, with construction of the project to take place between 2010 and 2015. *
- **Priority 3** projects are improvements, which are to be completed between the years 2015 and 2020. Project development activities would need to commence before the Year 2015. *
- **Priority 4** projects are improvements, which are to be made in the latter part of the Plan horizon and completed by the Year 2025. *

6.0 PROJECT LISTINGS BY CATEGORY

Table 5 on the following pages present a list of all projects in the Minimum Revenue Plan grouped according to their Priority Category. This list of projects consists of roadway and transit projects. There is also a line item for bicycle, greenway, and pedestrian facilities combined together. **Figure 5** depicts the roadway and transit projects in the Minimum Revenue Plan. **Table 6** lists specific projects in the Minimum Revenue Plan for on-road bicycle facilities, greenways and trails, and pedestrian facilities, according to their Priority Category, that have been taken from the MPO's Bicycle and Pedestrian Facilities Plan elements of the Long Range Transportation Plan. **Figure 6** depicts the on-road bicycle facilities, greenways and trails, and pedestrian facilities in the Minimum Revenue Plan.

* Dates mentioned are for illustrative purposes only. Actual dates of construction are subject to availability of adequate funding and other relevant considerations and may be advanced or postponed due to these considerations. The construction sequence of projects will nevertheless follow the indicated priority scheme.

TABLE 5
YEAR 2025 TRANSPORTATION PLAN
MINIMUM REVENUE PLAN - HIGHWAY AND TRANSIT PROJECTS
PRIORITY I PROJECTS
2006 - 2010
Projects anticipated to be open to traffic by December 31, 2010
(Projects fully-funded in the approved FY 2002-2006 Transportation Improvement Program are considered Priority I projects and are not shown in this list)

Area	Project or Facility	Limits		Project Description
		From	To	
COUNTYWIDE	ADV TRAFFIC MGMT SYS / SIG UPGRADE			TRAFFIC SIGNAL SYSTEM UPGRADE
COUNTYWIDE	BICYCLE / PEDESTRIAN PROJECTS			
COUNTYWIDE	BUS PURCHASES			NEW AND REPLACEMENT BUSES
COUNTYWIDE	PARK AND RIDE LOTS			
COUNTYWIDE	SUNPASS SYSTEM ENHANCEMENT			
BEACH/CBD	FLAGLER MARKETPLACE PASSENGER ACTIVITY CENTER			
BEACH/CBD	I-95	AT NW 8TH ST		PORT / CBD TRUCK ACCESS RAMPS SB NW 3RD AVE NB ON-RAMP
CENTRAL	EARLINGTON HEIGHTS - AIRPORT CONNECTION			PREMIUM TRANSIT
CENTRAL	SR 112	NW 21ST ST	NW 27TH AVE	RECONSTRUCT INTERCHANGE, BUILD NEW RAMPS, ACCUIRE ROW FOR MIC/MIA
CENTRAL	SR 112 / INTERCONNECTOR	NW 18TH ST	NW 27TH AVE	NEW EXPRESSWAY CONNECTING SR 836 AND SR 112
CENTRAL	SR 836	NW 107TH AVE	NW 37TH AVE	CONSTRUCTION OF EXPRESS LANES
CENTRAL	SR 836	LE JEUNE RD	NW 37TH AVE	CONSTRUCT WB RAMP
CENTRAL	SR 836	NW 72ND AVE	NW 37TH AVE	CONSTRUCTION OF INTERCHANGE IMPROVEMENTS AT NW 57TH AVE AND LE JEUNE RD
CENTRAL	NW 42ND AVE	SR 836	NW 18TH ST	CD ROAD FOR INTERCONNECTOR
NORTH	EARLINGTON HEIGHTS - AIRPORT CONNECTION			PREMIUM TRANSIT
NORTH	I-95	AT NW 8TH ST		PORT / CBD TRUCK ACCESS RAMPS SB NW 3RD AVE NB ON-RAMP
NORTH	SR 826 - ICS			INTELLIGENT CORRIDOR SYSTEM
NORTH	GOLDEN GLADES MULTIMODAL TERMINAL			
NORTH	NORTHEAST MIAMI-DADE COUNTY PASSENGER ACTIVITY CENTER			

TABLE 5
YEAR 2025 TRANSPORTATION PLAN
MINIMUM REVENUE PLAN - HIGHWAY AND TRANSIT PROJECTS
PRIORITY I PROJECTS
2006 - 2010
Projects anticipated to be open to traffic by December 31, 2010
(Projects fully-funded in the approved FY 2002-2006 Transportation Improvement Program are considered Priority I projects and are not shown in this list)

Area	Project or Facility	Limits		Project Description
		From	To	
NORTHWEST	HEFT	AT 74 ST		INTERCHANGE (MAJOR)
NORTHWEST	NW 25 ST	NW 87 AVE	SR 826 / NW 77 AVE	ADD LANES AND RECONSTRUCT (ADD 1 TO EXISTING 5 LANES)
NORTHWEST	SR 826 - ICS			INTELLIGENT CORRIDOR SYSTEM
NORTHWEST	SR 836	NW 107TH AVE	NW 37TH AVE	CONSTRUCTION OF EXPRESS LANES
SOUTH	HEFT	GOVERNMENT CENTER (US 1)	SR 874 (MP18)	6 LANES PLUS 4 AUXILIARY LANES
WEST	SR 826 - ICS			INTELLIGENT CORRIDOR SYSTEM
WEST	HEFT	AT SW 8 ST		INTERCHANGE MODIFICATION
WEST	WEST DADE TRANSIT HUB			

TABLE 5
YEAR 2025 TRANSPORTATION PLAN
MINIMUM REVENUE PLAN - HIGHWAY AND TRANSIT PROJECTS
PRIORITY II PROJECTS
2011 - 2015
Projects anticipated to be open to traffic by December 31, 2015

Area	Project or Facility	Limits		Project Description
		From	To	
COUNTYWIDE	BICYCLE / PEDESTRIAN PROJECTS			
COUNTYWIDE	BUS PURCHASES			REPLACEMENT BUSES
BEACH / CBD	MIAMI BEACH TO CBD			PREMIUM TRANSIT
BEACH / CBD	NE 183 ST	NE 6 AVE	US-1	4 TO 6 LANES
BEACH / CBD	NORTHEAST DADE TRANSIT CORRIDOR			PREMIUM TRANSIT
BEACH / CBD	PORT BOULEVARD ACCESS IMPROVEMENTS			U-TURN
CENTRAL	NW 21 ST / NW 32 AVE BRIDGE	NW 37 AVE	NW 28 STREET	CONSTRUCT BRIDGE
CENTRAL	SW 80TH ST	SW 72 AV	US 1 / S DIXIE	WIDEN 2 TO 5 LANES
NORTH	NORTH MIAMI-DADE TRANSIT CORRIDOR - MLK TO BROWARD CO.			PREMIUM TRANSIT
NORTH	NW 17 AVE	NW 103 STREET	NW 119 STREET	4 LANES
NORTH	NW 21 ST / NW 32 AVE BRIDGE	NW 37 AVE	NW 28 STREET	CONSTRUCT BRIDGE
NORTH	NORTHEAST DADE TRANSIT CORRIDOR			PREMIUM TRANSIT
NORTHWEST	NW 107 AVE	NW 41 ST	NW 25 ST	4 TO 6 LANES
NORTHWEST	NW 122 ST	OKEECHOBEE RD.	NW 87 AVE	WIDEN 2 TO 5 LANES
NORTHWEST	NW 138 ST	NW 107 AVE	NW 97 AVE	WIDEN TO 2 TO 5 LANES
NORTHWEST	NW 87 AVE	NW 58 ST	NW 74 ST	NEW ROAD CONSTRUCTION
NORTHWEST	NW 87 AVE	NW 74 ST	OKEECHOBEE RD	NEW ROAD CONSTRUCTION
NORTHWEST	SR 823 / NW 57 AVE	SR 934 /W 21 ST	SR 932 / W 49 ST	ADD 2 LANES TO 4 AND RECONSTRUCT
NORTHWEST	SR 823 / NW 57 AVE	OKEECHOBEE RD.	SR 954 / W 21 ST	ADD 2 LANES TO 4 AND RECONSTRUCT
NORTHWEST	SR 826 & SR 836 INT	SW 2 ST	SOUTH OF NW 25 ST	MAJOR INTERCHANGE IMPROVEMENT
NORTHWEST	WEST 68 ST	WEST 21 COURT	WEST 19 COURT	ADD LANE ON SOUTH SIDE

TABLE 5
YEAR 2025 TRANSPORTATION PLAN
MINIMUM REVENUE PLAN - HIGHWAY AND TRANSIT PROJECTS
PRIORITY II PROJECTS
2011 - 2015
Projects anticipated to be open to traffic by December 31, 2015

Area	Project or Facility	Limits		Project Description
		From	To	
SOUTH	SW 120 ST	SW 137 AVE	SW 117 AVE	4 TO 6 LANES
SOUTH	SW 137 AVE	SW 184 ST	US-1	2 TO 4 LANES / NEW 4 LANE
SOUTH	SW 157 AVE*	SW 112 ST	SW 152 ST	NEW 4 LANE
SOUTH	US 1 SOUTH	CARD SOUND RD	MONROE CO. LINE (N OF JEWFISH CK)	2 TO 4 LANES
WEST	KENDALL CORRIDOR	SR 821	SW 157 AVE	PREMIUM TRANSIT
WEST	SW 117 AVE	SW 40 ST	SW 8 ST	WIDEN 2 TO 4 LANES
WEST	SW 137 AVE	SW 8 ST	SW 26 ST	4 TO 6 LANES
WEST	SW 157 AVE*	SW 112 ST	SW 152 ST	NEW 4 LANE
WEST	SW 80TH ST	SW 72 AV	US 1 / S DIXIE	WIDEN 2 TO 5 LANES
WEST	SW 97 AVE	SW 72 ST	SW 40 ST	2 TO 4 LANES

* CDMP amendment needed.

TABLE 5
YEAR 2025 TRANSPORTATION PLAN
MINIMUM REVENUE PLAN - HIGHWAY AND TRANSIT PROJECTS
PRIORITY III PROJECTS
2016 - 2020
Projects anticipated to be open to traffic by December 31, 2020

Area	Project or Facility	Limits		Project Description
		From	To	
COUNTYWIDE	BICYCLE / PEDESTRIAN PROJECTS			
COUNTYWIDE	BUS PURCHASES			REPLACEMENT BUSES
BEACH / CBD	I-95	GOLDEN GLADES INTERCHANGE	IVES DAIRY RD	CONVERT HOV TO REVERSIBLE HOV / HOT LANES
BEACH / CBD	SEAPORT TUNNEL EXPRESSWAY	I-395	SEAPORT	TUNNEL CONNECTING SEAPORT TO I-395 (4 LANES)
BEACH / CBD	SR 836 / I-395	WEST OF NW 17 AVE	EAST OF I-95	CORRIDOR IMPROVEMENT; C-D ROAD
BEACH / CBD	SR 836 / I-395	EAST OF I-95	MACARTHUR CSWY	ADD LANES / C-D ROADS
BEACH / CBD	SR 836 / I-95 INTERCHANGE	NW 17TH AVE	I-95	INTERCHANGE IMPROVEMENTS
CENTRAL	CENTRAL PARKWAY	SR112	SR 924	NEW EXP. CONNECTING SR 836, SR 112, SR 924, AND SR 836 CONSTRUCT INTERCHANGES AT NW 54 ST. NW 79 ST. NW 103 ST. AND GRATIGNY
NORTH	CENTRAL PARKWAY	SR112	SR 924	NEW EXP. CONNECTING SR 836, SR 112, SR 924, AND SR 836 CONSTRUCT INTERCHANGES AT NW 54 ST. NW 79 ST. NW 103 ST. AND GRATIGNY
NORTH	I-195	NW 10TH AVE	BISCAYNE BAY	INTERCHANGE IMP. AUXILIARY LANES AT RAMPS AND LOCAL STREET IMPROVEMENTS
NORTH	I-95	GOLDEN GLADES INTERCHANGE	IVES DAIRY RD	CONVERT HOV TO REVERSIBLE HOV / HOT LANES
NORTH	SR 836 / I-395	EAST OF I-95	MACARTHUR CSWY	ADD LANES / C-D ROADS
NORTH	SR 836 / I-395	WEST OF NW 17 AVE	EAST OF I-95	CORRIDOR IMPROVEMENT; C-D ROAD
NORTH	NW 37 AVE	NW NORTH RIVER DRIVE	NW 79 ST	WIDEN 2 TO 5 LANES
NORTH	SR 836 / I-95 INTERCHANGE	NW 17TH AVE	I-95	INTERCHANGE IMPROVEMENTS
NORTHWEST	KROME AVE	US 1	SW 8TH ST	ACCESS MGT. / SAFETY / TRAIL
NORTHWEST	CENTRAL PARKWAY	SR112	SR 924	NEW EXP. CONNECTING SR 836, SR 112, SR 924, AND SR 836 CONSTRUCT INTERCHANGES AT NW 54 ST. NW 79 ST. NW 103 ST. AND GRATIGNY
NORTHWEST	WEST 76 ST	WEST 36 AVE	WEST 20 AVE	WIDEN 2 TO 5 LANES
NORTHWEST	NW 107 AVE	OKEECHOBEE ROAD	NW 138 ST.	WIDEN TO 2 TO 5 LANES
NORTHWEST	NW 72 AVE	NW 122 ST	NW 138 ST.	WIDEN 2 TO 3 LANES
NORTHWEST	NW 82 AVE	NW 8 ST	NW 12 ST	NEW 4 LANE
NORTHWEST	NW 97 AVE	NW 58 ST	NW 74 ST	2 TO 4 LANES

TABLE 5
YEAR 2025 TRANSPORTATION PLAN
MINIMUM REVENUE PLAN - HIGHWAY AND TRANSIT PROJECTS
PRIORITY III PROJECTS
2016 - 2020
Projects anticipated to be open to traffic by December 31, 2020

Area	Project or Facility	Limits		Project Description
		From	To	
NORTHWEST	SR 826 & SR 836 INT	SW 2 ST	S. OF NW 25 ST	MAJOR INTERCHANGE IMPROVEMENT
NORTHWEST	SW 82 AVE	SW 7 ST	SW 8 ST	BRIDGE OVER TAMIAMI CANAL
NORTHWEST	W 127 AVE	SW 8 ST	NW 12 ST	WIDEN 2 TO 4 LANES
SOUTH	KROME AVE	US 1	SW 296 ST	TRUCK BY-PASS / WIDEN 2 TO 4 LANES
SOUTH	KROME AVE	US 1	SW 8TH ST	ACCESS MGT. / SAFETY / TRAIL
SOUTH	SR 874	HEFT	SR 826	EXPRESS LANE
SOUTH	SR 874	SW 120 STREET	SW 117 AVE	PROVIDE SB OFF RAMP, NB ONRAMP AND INSTALL NOISE ATTENUATION WALLS
SOUTH	SW 87 AVE	SW 168 ST	SW 216 ST	2 TO 4 LANES
SOUTH	SW 320 ST / MOWRY DR	SW 187 AVE	US 1 / S. DIXIE HWY.	WIDEN TO 3 LANES
WEST	HEFT	SNAPPER CREEK PL	NW 107 AVE/SR 836	EXPRESS LANES
WEST	KROME AVE	US 1	SW 8TH ST	ACCESS MGT. / SAFETY / TRAIL
WEST	SR 874	HEFT	SR 826	EXPRESS LANE
WEST	SW 82 AVE	SW 7 ST	SW 8 ST	BRIDGE OVER TAMIAMI CANAL
WEST	SW 120 ST*	SW 137 AVE	SW 147 AVE	4 TO 6 LANES
WEST	SW 16 ST	SW 82 AVE	SW 71 AVE	OVERPASS ACROSS 826
WEST	SW 24 ST	SW 107 AVE	SW 87 AVE	WIDEN 4 TO 6 LANES
WEST	SW 24 ST	SW 117 AVE	SW 107 AVE	WIDEN 4 TO 6 LANES
WEST	SW 47TH / 48TH ST	SW 112 AVE	SW 122 AVE	OVERPASS ACROSS HEFT
WEST	SW 72 ST*	SW 117 AVE	SW 157 AVE	4 TO 6 LANES
WEST	W 127 AVE	SW 8 ST	NW 12 ST	WIDEN 2 TO 4 LANES

* CDMP amendment needed.

TABLE 5
YEAR 2025 TRANSPORTATION PLAN
MINIMUM REVENUE PLAN - HIGHWAY AND TRANSIT PROJECTS
PRIORITY IV PROJECTS
2021 - 2025
Projects anticipated to be open to traffic by December 31, 2025

Area	Project or Facility	Limits		Project Description
		From	To	
COUNTYWIDE	BICYCLE / PEDESTRIAN PROJECTS			
COUNTYWIDE	BUS PURCHASES			REPLACEMENT BUSES
BEACH / CBD	I-95	SOUTH OF I-395	NORTH OF SR 112	I-95 MASTER PLAN: ADD HOV / HOT LANE
BEACH / CBD	MIAMI BEACH TRANSIT HUB			
CENTRAL	PERIMETER RD	NW 20 ST	NW 72 AVE	2 TO 4 LANES
CENTRAL	DADELAND SOUTH TO SW 104 ST			PREMIUM TRANSIT
NORTH	I-95	NW 95 ST	NW 103 ST	NB AND SB C-D ROADS
NORTH	I-95	NORTH OF SR 112	SOUTH OF GOLDEN GLADES INTERCHANGE	I-95 MASTER PLAN: CONVERT HOV TO REVERSIBLE HOV / HOT LANE
NORTH	I-95	SOUTH OF I-395	NORTH OF SR 112	I-95 MASTER PLAN: ADD HOV / HOT LANE
NORTHWEST	KROME AVE	SW 8TH ST	US 27	ACCESS MGT. / SAFETY / TRAIL
NORTHWEST	NW 25TH ST VIADUCT	NW 68 AVE	NW 77 AVE	4 TO 6 LANES
NORTHWEST	NW 170 ST	NW 77 AVE	NW 87 AVE	2 TO 4 LANES
NORTHWEST	NW 87 AVE	NW 36 ST	NW 58 ST	4 TO 6 LANES
SOUTH	HOMESTEAD TRANSIT HUB			
SOUTH	SW 107 AVE	QUAIL ROOST DRIVE	SW 160 ST	WIDEN 2 TO 4 LANES
SOUTH	SW 137 AVE	US-1	HEFT	2 TO 4 LANES
SOUTH	SW 147 AVE	SW 184 ST	SW 152 ST	ADD 2 LANES AND RESURFACE
SOUTH	SW 152 AVE	US-1	SW 312 ST	2 TO 4 LANES
SOUTH	SW 184 ST	SW 157 AVE	SW 147 AVE	2 TO 4 LANES
SOUTH	SW 200 ST	US-1	QUAIL ROOST DR	2 TO 4 LANES
SOUTH	SW 268 ST / MOODY DR	US 1	SW 112 AVE	ADD TURN LANES

TABLE 5
YEAR 2025 TRANSPORTATION PLAN
MINIMUM REVENUE PLAN - HIGHWAY AND TRANSIT PROJECTS
PRIORITY IV PROJECTS
2021 - 2025
Projects anticipated to be open to traffic by December 31, 2025

Area	Project or Facility	Limits		Project Description
		From	To	
SOUTH	SW 312 ST	SW 152 AVE	SW 137 AVE	WIDEN 2 TO 4 LANES
SOUTH	SW 312 ST (PHASE 2)	SW 187 AVE	SW 177 AVE	WIDEN TO 5 LANES
SOUTH	SW 328 ST	US 1	SW 162 AVE	WIDEN TO 4 LANES
SOUTH	SW 328 ST	SW 162 AVE	SW 152 AVE	WIDEN TO 4 LANES
SOUTH	DADELAND SOUTH TO SW 104 ST			PREMIUM TRANSIT
WEST	SW 104 ST	SW 160 AVE	SW 167 AVE	NEW 4 LANE
WEST	DADELAND SOUTH TO SW 104 ST			PREMIUM TRANSIT

TABLE 5
YEAR 2025 TRANSPORTATION PLAN
MINIMUM REVENUE PLAN - HIGHWAY AND TRANSIT PROJECTS
PRIORITY IV-UNFUNDED PROJECTS

Area	Project or Facility	Limits		Project Description
		From	To	
BEACH / CBD	ICS - SR 112, 836, 874	ENTIRE CORRIDOR		INTELLIGENT CORRIDOR SYSTEM
BEACH / CBD	SR 836 - SEAPORT TO PALMETTO			PREMIUM TRANSIT
BEACH / CBD	METROMOVER BRICKELL LOOP CLOSURE			
BEACH / CBD	METROMOVER OMNI LOOP CLOSURE			
BEACH / CBD	SW 1ST AVE	SW 8TH ST	SW 1ST ST	4-LANE TUNNEL UNDER RIVER
BEACH / CBD	WEST AVE CONNECTOR	17TH ST	DADE BLVD	INTERSECTION RECONFIGURATION AND CONNECTION
CENTRAL	ICS - SR 112, 836, 874	ENTIRE CORRIDOR		INTELLIGENT CORRIDOR SYSTEM
CENTRAL	SW 42ND / 37TH AVE - MIC TO DOUGLAS RD METRORAIL STATION			PREMIUM TRANSIT
NORTH	ICS - SR 112, 836, 874	ENTIRE CORRIDOR		INTELLIGENT CORRIDOR SYSTEM
NORTH	TURNPIKE	GOLDEN GLADES TOLL PLAZA	BROWARD CO LINE	ADD ONE LANE IN EACH DIRECTION
NORTH	SR 826 - HOV	I-75	GOLDEN GLADES INTERCHANGE	ONE HOV LANE EACH DIRECTION
NORTHWEST	ICS - SR 112, 836, 874	ENTIRE CORRIDOR		INTELLIGENT CORRIDOR SYSTEM
NORTHWEST	SR 826 - HOV	I-75	GOLDEN GLADES INTERCHANGE	ONE HOV LANE EACH DIRECTION
NORTHWEST	SR 836 - PALMETTO TO HEFT			PREMIUM TRANSIT
NORTHWEST	HEFT	I-75 INTERCHANGE		INTERCHANGE IMPROVEMENTS
NORTHWEST	HEFT	I-75	FL TURNPIKE	4 TO 6 LANES (SHOWN AS FUNDED IN BROWARD LRTP)
NORTHWEST	NW 36 / 41 ST	NW 42 AVE	HEFT	EXPRESS STREET (ITS, GRADE SEPARATIONS, ETC.)
NORTHWEST	SR 826 - DADELAND TO NW 74 ST			PREMIUM TRANSIT
NORTHWEST	MIAMI GARDENS DR	I-75	NW 57TH AVE	4 TO 6 LANES
SOUTH	US-1 / S. DIXIE HWY - SW 104TH ST TO CUTLER RIDGE			PREMIUM TRANSIT
SOUTH	ICS - SR 112, 836, 874	ENTIRE CORRIDOR		INTELLIGENT CORRIDOR SYSTEM
SOUTH	HEFT	QUAIL ROOST DR	CAMPBELL DR	4 TO 6 LANES

TABLE 5
YEAR 2025 TRANSPORTATION PLAN
MINIMUM REVENUE PLAN - HIGHWAY AND TRANSIT PROJECTS
PRIORITY IV-UNFUNDED PROJECTS

Area	Project or Facility	Limits		Project Description
		From	To	
WEST	ICS - SR 112, 836, 874	ENTIRE CORRIDOR		INTELLIGENT CORRIDOR SYSTEM
WEST	CHILD CARE CENTER (MDT)			
WEST	KROME AVE / SW 177TH AVE*	SW 8TH ST	KENDALL DR	ADD 2 LANES TO 2 LANE ROADWAY
WEST	SR 826 - DADELAND TO NW 74 ST			PREMIUM TRANSIT
WEST	TURNPIKE (HEFT) TO SR 836 / SR 826			TWO INTERCHANGE IMPROVEMENTS AT SW 88TH ST AND SW 8TH ST
WEST	US-1 / S. DIXIE HWY - SW 104TH ST TO CUTLER RIDGE			PREMIUM TRANSIT
	MDT OFFICE BUILDING			
	TRANSIT CENTER			

* CDMP amendment needed.

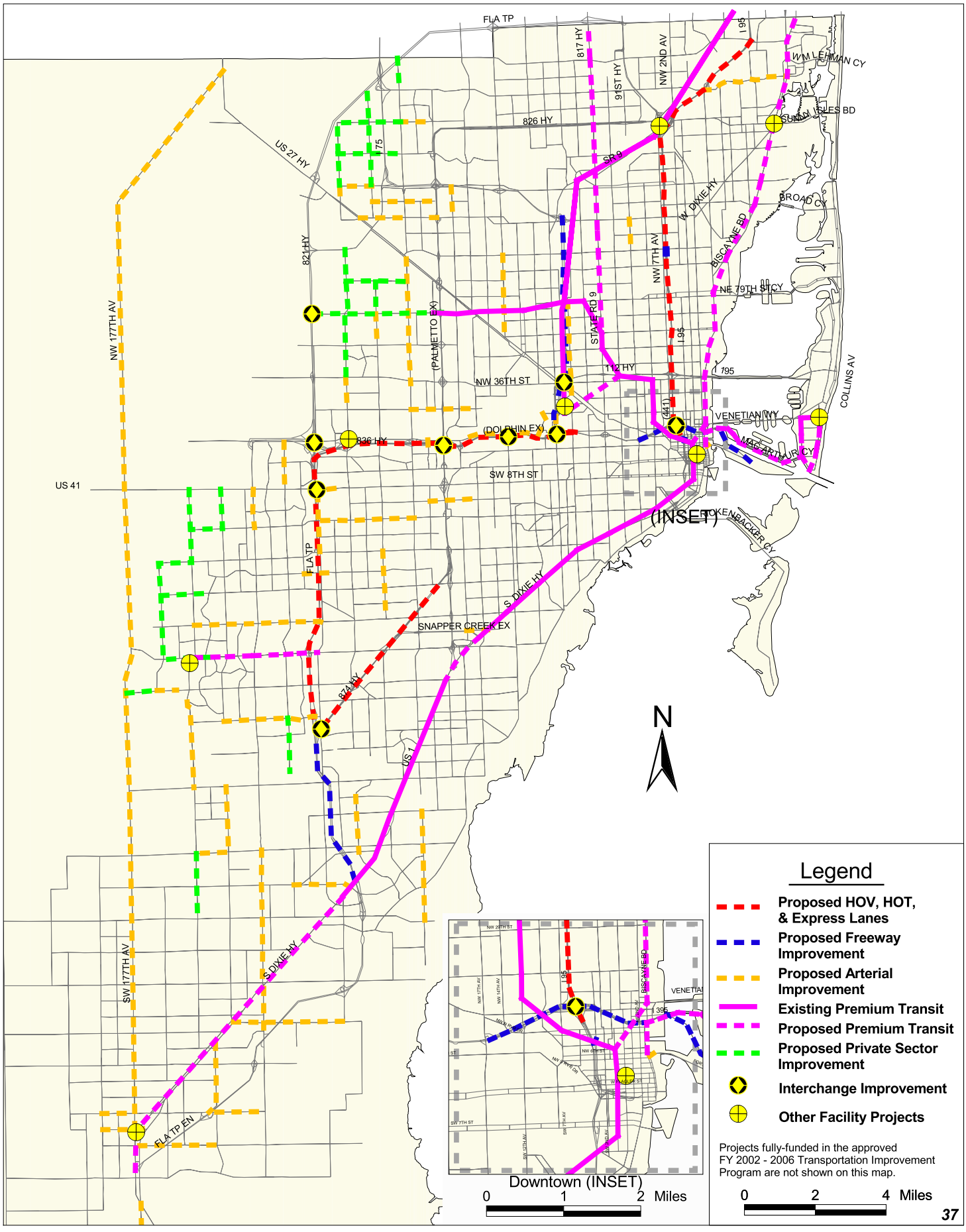
TABLE 5
YEAR 2025 TRANSPORTATION PLAN
MINIMUM REVENUE PLAN - HIGHWAY AND TRANSIT PROJECTS
DEVELOPER RESPONSIBILITY
2002 - 2025
Projects anticipated to be open to traffic by December 31, 2025

Area	Project or Facility	Limits		Project Description
		From	To	
BEACH / CBD	NEW BASEBALL STADIUM METRORAIL STATION			
NORTHWEST	NW 107 AVE	NW 106 ST	NW 41 ST	NEW 4 LANE
NORTHWEST	NW 107 AVE	NW 138 ST	NW 170 ST	NEW 2 LANE
NORTHWEST	NW 74 ST	SR 826	HEFT	2 TO 4 LANES
NORTHWEST	NW 154 ST	NW 87 AVE	NW 107 AVE	NEW 2 LANE
NORTHWEST	NW 170 ST	NW 87 AVE	NW 107 AVE	NEW 2 LANE
NORTHWEST	NW 87 AVE	NW 183 ST	COUNTY LINE	NEW 2-4 LANE
NORTHWEST	NW 90 ST	NW 107 AVE	NW 87 AVE	NEW 2 LANE
NORTHWEST	NW 97 AVE	NW 74 ST	NW 90 ST	NEW 4 LANE
NORTHWEST	NW 97 AVE	NW 138 ST	NW 183 ST	2 LANE
SOUTH	SW 157 AVE	SW 184 ST	SW 216 ST	NEW 2 LANE
WEST	SW 104 ST	SW 167 AVE	SW 177 AVE	NEW 2 LANE
WEST	SW 127 AVE	SW 120 ST	SW 144 ST	NEW 4 LANE
WEST	SW 147 AVE	SW 8 ST	SW 26 ST	NEW 4 LANE
WEST	SW 157 AVE	SW 8 ST	SW 42 ST	NEW 4 LANE
WEST	SW 167 AVE	SW 56 ST	SW 88 ST	NEW 2 LANE
WEST	SW 167 AVE	SW 40 ST	SW 56 ST	NEW 2 LANE
WEST	SW 24 ST / CORAL WAY	SW 147 AVE	SW 157 AVE	NEW 4 LANE
WEST	SW 40 ST	SW 157 AVE	SW 167 AVE	NEW 2 LANE
SOUTH	SW 56 ST	SW 152 AVE	SW 157 AVE	2 TO 4 LANES
SOUTH	SW 56 ST	SW 157 AVE	SW 167 AVE	NEW 2 LANE
WEST	SW 88 ST / KENDALL DR	SW 162 AVE	SW 167 AVE	4 TO 6 LANES

TABLE 5
YEAR 2025 TRANSPORTATION PLAN
MINIMUM REVENUE PLAN - HIGHWAY AND TRANSIT PROJECTS
DEVELOPER RESPONSIBILITY
2002 - 2025
Projects anticipated to be open to traffic by December 31, 2025

Area	Project or Facility	Limits		Project Description
		From	To	
WEST	SW 88 ST / KENDALL DR	SW 150 AVE	SW 162 AVE	4 TO 6 LANES
WEST	WEST KENDALL TRANSIT HUB			

Figure 5: Year 2025 Transportation Plan Minimum Revenue Plan - Highway and Transit Projects



Legend

- Proposed HOV, HOT, & Express Lanes
- Proposed Freeway Improvement
- Proposed Arterial Improvement
- Existing Premium Transit
- Proposed Premium Transit
- Proposed Private Sector Improvement
- Interchange Improvement
- Other Facility Projects

Projects fully-funded in the approved FY 2002 - 2006 Transportation Improvement Program are not shown on this map.

0 2 4 Miles

TABLE 6
YEAR 2025 TRANSPORTATION PLAN
COST FEASIBLE PLAN- BICYCLE AND PEDESTRIAN PROJECTS
PRIORITY I PROJECTS

Area	Project or Facility	Limits		Project Description
		From	To	
Beach / CBD	Venetian Causeway (Miami Beach)1	San Marino Island	Alton Road	On-road Bicycle Facility
Central	37th Ave/Douglas Rd	Ingram Hwy	Edgewater Dr	On-road Bicycle Facility
Central	Edgewater Dr	37th Ave/Douglas Rd	Ingram Hwy	On-road Bicycle Facility
Central	Bayshore	22nd Ave	Biscayne Blvd	On-road Bicycle Facility
Central	Bird Rd/SW 40th St	SW 67th Ave	SW 37th Ave	On-road Bicycle Facility
Central	McFarlane	S Bayshore	Main Hwy	On-road Bicycle Facility
Central	NW 11th St	NW 32nd Ave	NW 22nd Ave	On-road Bicycle Facility
Central	Palm Ave	NW 62nd Ave/W 9th St	W Okeechobee Rd	On-road Bicycle Facility
Central	Red Road	US1	8th St	On-road Bicycle Facility
North	N Federal Hwy	NE 54th St	NE 36th St	On-road Bicycle Facility
North	Venetian Causeway (Miami)[1]	Bayshore Dr.	San Marco Island	On-road Bicycle Facility
West	SW 48 St Bike Lanes[1]	SW 117 Ave	SW 82 Ave	On-road Bicycle Facility
Beach / CBD	Atlantic (part)	1st St	Broward County Line	Greenway
Beach / CBD	Dade Blvd Bike Path[1]	Alton Rd	23rd St	Greenway
Beach / CBD	Fort Dallas Riverwalk[1]	Riverwalk Station	SW 2nd Ave	Greenway
Beach / CBD	Lummus Park Riverwalk[1]	I-95	NW 4th Ave	Greenway
Beach / CBD	M Path (part)	Kendall Dr	NE 15th St	Greenway
Beach / CBD	Miami River (part)	NW 42nd Ave	Brickell Ave	Greenway
Beach / CBD	North Beach Corridor Phase 2[1]	75th St	North Shore Park/87th St	Greenway
Beach / CBD	North Beach Corridor[1]	65th St	75th St	Greenway
Beach / CBD	North Miami Bike Path[1]	FIU North Campus		Greenway
Beach / CBD	Riverwalk Extension[1]	NW 1st St	SW 2nd St	Greenway
Central	M Path (part)	Kendall Dr	NE 15th St	Greenway
Central	Miami River (part)	NW 42nd Ave	Brickell Ave	Greenway
South	Biscayne-Everglades Trail[1]	Black Point Park	Florida City	Greenway
South	South Dade	W Palm Dr	Kendall Dr	Greenway

TABLE 6
YEAR 2025 TRANSPORTATION PLAN
COST FEASIBLE PLAN- BICYCLE AND PEDESTRIAN PROJECTS
PRIORITY I PROJECTS

Area	Project or Facility	Limits		Project Description
		From	To	
Beach / CBD	Biscayne Bd	NE 98th St	NE 117th St	Pedestrian Facility
Beach / CBD	Biscayne Bd	NE 2nd St	NE 4th St	Pedestrian Facility
Beach / CBD	NE 123rd St	Biscayne Bd	NE 122nd St	Pedestrian Facility
Beach / CBD	NE 12th Ave	N Miami Beach Bd	NE 167th St	Pedestrian Facility
Beach / CBD	NE 2 Ave1	Biscayne Blvd	Pedestrian Promenade	Pedestrian Facility
Central	McDonald St	Grand Ave	Bird Ave	Pedestrian Facility
Central	S Dixie Hy	Alhambra Cr	Granada Blvd	Pedestrian Facility
Central	S Dixie Hy	SW 70th Ave	SW 67th Ave	Pedestrian Facility
Central	SW 37th Ave	Main Hy	Ponce De Leon Blvd	Pedestrian Facility
Central	SW 42nd Ave	Hardee Rd	S Dixie Dr	Pedestrian Facility
Central	SW 72nd St	SW 72nd Ave	SW 67th Ave	Pedestrian Facility
North	Biscayne Bd	NE 36th St	NE 54th St	Pedestrian Facility
North	Biscayne Bd	NE 10th St	NE 11th St	Pedestrian Facility
North	Griffing Bd	NE 135th St	N Miami Ave	Pedestrian Facility
North	N Federal Hy	NE 36th St	NE 54th St	Pedestrian Facility
North	NE 13th St	Bayshore Dr	Mac Arthur Cy	Pedestrian Facility
North	NW 95th St	NW 32nd Ave	NW 27th Ave	Pedestrian Facility
Northwest	Hialeah Ex	W Okeechobee Rd	W 8th Ave	Pedestrian Facility
Northwest	W 68th St	Sr 826 Ex	W 16th Ave	Pedestrian Facility
Northwest	W Okeechobee Rd	NW 103rd St	W 18th Ave	Pedestrian Facility
Northwest	W Okeechobee Rd	W 16th Ave	W 21st St	Pedestrian Facility
South	SW 97th Ave	SW 184th St	SW 175th Te	Pedestrian Facility
West	SW 8th St	SW 82nd Ave	SW 76th Ct	Pedestrian Facility
West	SW 8th St	SW 122nd Ave	SW 112th Ave	Pedestrian Facility

1. Included in the Non-Motorized Component of the 2002-2006 Miami-Dade Transportation Improvement Program

TABLE 6
YEAR 2025 TRANSPORTATION PLAN
COST FEASIBLE PLAN- BICYCLE AND PEDESTRIAN PROJECTS
PRIORITY II PROJECTS

Area	Project or Facility	Limits		Project Description
		From	To	
Central	Hialeah Ex	SR 826 Ex	Palm Ave	On-road Bicycle Facility
Central	NW South River Dr	NW 106th St	Lenape Dr	On-road Bicycle Facility
Central	SW 37th Ave	NW 7th St	US Hwy 1	On-road Bicycle Facility
North	NE 2nd Ave	NE 87th St	NE 17th St	On-road Bicycle Facility
Northwest	Hialeah Ex	SR 826 Ex	Palm Ave	On-road Bicycle Facility
Northwest	NW 10th St	NW 8th St	NE 1St Ave	On-road Bicycle Facility
Northwest	W 24th Ave	W 49th St	W 68th St	On-road Bicycle Facility
West	SW 97th Ave	SW 8th St	SW 72nd St	On-road Bicycle Facility
Beach / CBD	Atlantic (part)	1st St	Broward County Line	Greenway
Beach / CBD	M Path (part)	Kendall Dr	NE 15th St	Greenway
Beach / CBD	Miami River (part)	NW 42nd Ave	Brickell Ave	Greenway
Central	M Path (part)	Kendall Dr	NE 15th St	Greenway
Central	Miami River (part)	NW 42nd Ave	Brickell Ave	Greenway
Beach / CBD	Biscayne Bd	SE 2nd St	SE 1st St	Pedestrian Facility
Beach / CBD	Biscayne Bd	NE 1st St	NE 2nd St	Pedestrian Facility
Beach / CBD	Biscayne Bd	NE 4th St	NE 5th St	Pedestrian Facility
Beach / CBD	Biscayne Bd (SB)	SE 3rd St	SE 2nd St	Pedestrian Facility
Beach / CBD	Dade Bd	Alton Rd	Meridian Ave	Pedestrian Facility
Beach / CBD	NE 15th Ave	NE 167th St	NE 171st St	Pedestrian Facility
Beach / CBD	NE 19th Ave	NE 163rd St	NE 167th St	Pedestrian Facility
Beach / CBD	NE 2nd Ave	NE 103rd St	NW 111th St	Pedestrian Facility
Beach / CBD	NW 119th St	NE 2nd Ave	W Dixie Hy	Pedestrian Facility
Beach / CBD	SE 4th St	S Miami Ave	SE 1St Pl	Pedestrian Facility
Central	Alhambra Cr	Blue Rd	SW 40th St	Pedestrian Facility
Central	E Okeechobee Rd	E 1St Ave	East Dr	Pedestrian Facility

TABLE 6
YEAR 2025 TRANSPORTATION PLAN
COST FEASIBLE PLAN- BICYCLE AND PEDESTRIAN PROJECTS
PRIORITY II PROJECTS

Area	Project or Facility	Limits		Project Description
		From	To	
Central	Granada Bd	Hardee Rd	SW 40th St	Pedestrian Facility
Central	NW 11th St	NW 32nd Ave	NW 27th Ave	Pedestrian Facility
Central	Ponce De Leon Bd	Maynada St	Granada Blvd	Pedestrian Facility
Central	S Dixie Hy	SW 42nd Ave	Grand Ave	Pedestrian Facility
Central	S Royal Poinciana Bd	Hook St	East Dr	Pedestrian Facility
Central	SW 1st St	SW 22nd Averd	SW 22nd Ave	Pedestrian Facility
Central	SW 32nd Ave	S Dixie Hy	SW 22nd St	Pedestrian Facility
Central	SW 40th St	Granada Blvd	SW 42nd Ave	Pedestrian Facility
Central	SW 57th Ave	Blue Rd	SW 40th St	Pedestrian Facility
Central	SW 57th Ave	S Dixie Hy	SW 56th St	Pedestrian Facility
Central	SW 67th Ave	SW 72nd St	SW 64th St	Pedestrian Facility
Central	SW 8th St	SW 47th Ave	SW 44th Ave	Pedestrian Facility
North	Mac Arthur Cy	Biscayne Bd	NE 13th St	Pedestrian Facility
North	N Miami Ave	NW 111th St	NW 119th St	Pedestrian Facility
North	NE 12th Ave	NE 125th St	NE 135th St	Pedestrian Facility
North	NE 16th Ave	W Dixie Hy	NE 151st St	Pedestrian Facility
North	NE 16th Ave	NE 159th St	NE 163rd St	Pedestrian Facility
North	NW 103rd St	NW 7th Ave	NW 2nd Ave	Pedestrian Facility
North	NW 14th St	NW 17th Ave	NW 14th Ave	Pedestrian Facility
North	NW 183rd St	NW 12th Ave	NW 2nd Ave	Pedestrian Facility
North	NW 183rd St	NW 32nd Ave	NW 17th Ave	Pedestrian Facility
North	NW 2nd Ave	NW 17th St	NW 20th St	Pedestrian Facility
North	NW 3rd Ct	I 95 Ex	NW 8th St	Pedestrian Facility
North	NW 6th Ave	NW 54th St	NW 62nd St	Pedestrian Facility
North	NW 72nd St	NW 22nd Ave	NW 19th Ave	Pedestrian Facility
North	NW 95th St	NW 27th Ave	NW 17th Ave	Pedestrian Facility
North	NW 95th St	NW 12th Ave	NW 2nd Ave	Pedestrian Facility
North	NW North River Dr	NW 22nd Ave	NW 17th Ave	Pedestrian Facility
Northwest	Hialeah Ex	W 8th Ave	W 4th Ave.	Pedestrian Facility

TABLE 6
YEAR 2025 TRANSPORTATION PLAN
COST FEASIBLE PLAN- BICYCLE AND PEDESTRIAN PROJECTS
PRIORITY II PROJECTS

Area	Project or Facility	Limits		Project Description
		From	To	
South	NE 8th St	N Krome Ave	NE 5th Ave	Pedestrian Facility
West	SW 117th Ave	SW 24th St	SW 112th Ave	Pedestrian Facility
West	SW 127th Ave	SW 104th St	SW 88th St	Pedestrian Facility
West	SW 24th St	SW 117th Ave	SW 102nd Ave	Pedestrian Facility
West	SW 24th St	SW 97th Ave	SW 92nd Ave	Pedestrian Facility
West	SW 88th St	SW 117th Ave	SW 112th Ave	Pedestrian Facility
West	SW 88th St	SW 107th Ave	SW 97th Ave	Pedestrian Facility
West	SW 8th St	SW 107th Ave	SW 102nd Ave	Pedestrian Facility

TABLE 6
YEAR 2025 TRANSPORTATION PLAN
COST FEASIBLE PLAN- BICYCLE AND PEDESTRIAN PROJECTS
PRIORITY III PROJECTS

Area	Project or Facility	Limits		Project Description
		From	To	
Central	42nd Ave/E 8th Ave	79th St/E 25th St	62nd St/W 9th St	On-road Bicycle Facility
Central	Milam Dairy Rd/NW 72nd Ave	7th St	NW 58th St	On-road Bicycle Facility
Central	SW 112th St/111th St	SW 117th Ave	SW 57th Ave/Red Road	On-road Bicycle Facility
North	42nd Ave/E 8th Ave	79th St/E 25th St	62nd St/W 9th St	On-road Bicycle Facility
North	NW 95th St	NW 27th Ave	NW 7th Ave	On-road Bicycle Facility
Northwest	Milam Dairy Rd/NW 72nd Ave	7th St	NW 58th St	On-road Bicycle Facility
South	SW 112th St/111th St	SW 117th Ave	SW 57th Ave/Red Road	On-road Bicycle Facility
Beach / CBD	Miami River (part)	NW 42nd Ave	Brickell Ave	Greenway
Central	Miami River (part)	NW 42nd Ave	Brickell Ave	Greenway
Beach / CBD	Biscayne Bd	Sans Souci Bd	NE 135th St	Pedestrian Facility
Beach / CBD	N Miami Beach Bd	NE 167th St	NE 12th Ave	Pedestrian Facility
Beach / CBD	NE 163rd St	NE 16th Ave	NE 18th Ave	Pedestrian Facility
Beach / CBD	NE 163rd St	NE 12th Ave	NE 15th Ave	Pedestrian Facility
Beach / CBD	NE 163rd St	NE 19th Ave	NE 22nd Ave	Pedestrian Facility
Beach / CBD	SE 2nd Ave	SE 2nd St	SE 1st St	Pedestrian Facility
Beach / CBD	SE 3rd St	SE 2nd Ave	NE 3Rd Ave	Pedestrian Facility
Beach / CBD	SW 1st St	SW 2nd Ave	NW 1St Ct	Pedestrian Facility
Beach / CBD	SW 8th St	SW 12th Ave	SW 10th Ave	Pedestrian Facility
Beach / CBD	W Flagler St	NW 12th Ave	SW 10th Ave	Pedestrian Facility
Central	Brickell Ave	SE 13th St	SE 8th St	Pedestrian Facility
Central	Curtiss Py	Hunting Lodge Dr.	Curtiss Py Roundabout	Pedestrian Facility
Central	NW 7th St	NW 27th Ave	NW 22nd Ave	Pedestrian Facility
Central	S Dixie Hy	SW 32nd Ave	SW 27th Ave	Pedestrian Facility
Central	S Miami Ave	SW 17th Ave	S Dixie Hy	Pedestrian Facility
Central	SW 22nd St	SW 37th Ave	SW 32nd Ave	Pedestrian Facility

TABLE 6
YEAR 2025 TRANSPORTATION PLAN
COST FEASIBLE PLAN- BICYCLE AND PEDESTRIAN PROJECTS
PRIORITY III PROJECTS

Area	Project or Facility	Limits		Project Description
		From	To	
Central	SW 37th Ave	S Dixie Hy	Bird Ave	Pedestrian Facility
Central	SW 40th St	SW 42nd Ave	SW 37th Ave	Pedestrian Facility
Central	SW 42nd Ave	Andalusia Ave	Alhambra	Pedestrian Facility
North	Biscayne Bd	NE 8th St	NE 10th St	Pedestrian Facility
North	Biscayne Bd	NE 11th St	NE 13th St	Pedestrian Facility
North	Biscayne Bd	NE 71st St	NE 87th St	Pedestrian Facility
North	Biscayne Bd	NE 54th St	NE 62nd St	Pedestrian Facility
North	NE 135th St	Griffing Bd	NE 10th Ave	Pedestrian Facility
North	NE 163rd St	NE 18th Ave	NE 19th Ave	Pedestrian Facility
North	NE 167th St	N Miami Ave	NE 6th Ave	Pedestrian Facility
North	NE 2nd Ave	NE 54th St	NE 61st St	Pedestrian Facility
North	NE 6th Ave	NE 159th St	NE 167th St	Pedestrian Facility
North	NE 6th Ave	W Dixie Hy	NE 151st St	Pedestrian Facility
North	NW 10th Ave	NW 20th St	NW 29th St	Pedestrian Facility
North	NW 10th St	NW 5th Ave	NW 3Rd Ave	Pedestrian Facility
North	NW 183rd St	NW 37th Ave	NW 32nd Ave	Pedestrian Facility
North	NW 22nd Ave	NW 54th St	NW 71st Te	Pedestrian Facility
North	NW 27th Ave	NW 46th St	NW 54th St	Pedestrian Facility
North	NW 27th Ave	Sr 826 Ex	NW 191st St	Pedestrian Facility
North	NW 27th Ave	NW 103rd St	NW 119th St	Pedestrian Facility
North	NW 2nd Ave	NW 183rd St	NW 191st St	Pedestrian Facility
North	NW 7th Ave	NW 95th St	NW 103rd St	Pedestrian Facility
North	Opa Locka Bd	Ali Baba Ave	NW 27th Ave	Pedestrian Facility
Northwest	NW 103rd St	W 24th Ave	W 49th St	Pedestrian Facility
Northwest	W 24th Ave	W 56th St	W 60th St	Pedestrian Facility
Northwest	W 49th St	W 16th Ave	W 12th Ave	Pedestrian Facility
Northwest	W Flagler St	NW 79th Ave	NW 72nd Ave	Pedestrian Facility
South	N Krome Ave	NE 4th St	NW 8th St	Pedestrian Facility

TABLE 6
YEAR 2025 TRANSPORTATION PLAN
COST FEASIBLE PLAN- BICYCLE AND PEDESTRIAN PROJECTS
PRIORITY III PROJECTS

Area	Project or Facility	Limits		Project Description
		From	To	
West	SW 107th Ave	SW 40th St	SW 32nd Ct	Pedestrian Facility
West	SW 107th Ave	SW 24th St	SW 16th St	Pedestrian Facility
West	SW 72nd St	SW 117th Ave	SW 107th Ave	Pedestrian Facility

TABLE 6
YEAR 2025 TRANSPORTATION PLAN
COST FEASIBLE PLAN- BICYCLE AND PEDESTRIAN PROJECTS
PRIORITY IV PROJECTS

Area	Project or Facility	Limits		Project Description
		From	To	
Beach/CBD	Rickenbacker CY	SW 12th Ave	End of Road	On-road Bicycle Facility
Beach/CBD	Venetian Causeway	Biscayne Blvd/US1	Alton Rd	On-road Bicycle Facility
Beach/CBD	West Ave	17th St	5th St	On-road Bicycle Facility
Central	Rickenbacker CY	SW 12th Ave	End of Road	On-road Bicycle Facility
North	Venetian Causeway	Biscayne Blvd/US1	Alton Rd	On-road Bicycle Facility
Northwest	Krome Ave	Okeechobee (Broward line)	US1 (Homestead)	On-road Bicycle Facility
South	Krome Ave	Okeechobee (Broward line)	US1 (Homestead)	On-road Bicycle Facility
South	SW 344th St/Palm Dr	US1	137th Ave	On-road Bicycle Facility
South	152 Ave	Palm Dr	328th St	On-road Bicycle Facility
South	SW 87th Ave1	S Of SW 232nd St	SW 168th St	On-road Bicycle Facility
West	Krome Ave	Okeechobee (Broward line)	US1 (Homestead)	On-road Bicycle Facility
Beach / CBD	Miami River (part)	NW 42nd Ave	Brickell Ave	Greenway
Central	Miami River (part)	NW 42nd Ave	Brickell Ave	Greenway
Beach / CBD	Biscayne Bd	NE 4th St	Port Bd	Pedestrian Facility
Beach / CBD	Biscayne Bd	E Flager St	NE 2nd St	Pedestrian Facility
Beach / CBD	NE 4th St	Biscayne Bd (SB)	Biscayne Bd (NB)	Pedestrian Facility
Beach/CBD	Biscayne Bd	SE 4th St	SE 2nd St	Pedestrian Facility
Beach / CBD	Biscayne Bd	NE 135th St	NE 151st St	Pedestrian Facility
Beach / CBD	NE 2nd St	Biscayne Bd (SB)	Biscayne Bd (NB)	Pedestrian Facility
Beach / CBD	NW 2nd St	NW 3rd Ct	NW 3rd Ave	Pedestrian Facility
Beach / CBD	NW 7th St	NW 2nd Ave	NW 1st Ct	Pedestrian Facility
Beach / CBD	SW 2nd Ave	SW 15th Rd	SW 13th St	Pedestrian Facility
Beach / CBD	SW 8th St	SW 14th Ave	SW 12th Ave	Pedestrian Facility

TABLE 6
YEAR 2025 TRANSPORTATION PLAN
COST FEASIBLE PLAN- BICYCLE AND PEDESTRIAN PROJECTS
PRIORITY IV PROJECTS

Area	Project or Facility	Limits		Project Description
		From	To	
Central	Brickell Ave	SE 15th Rd	SE 13th St	Pedestrian Facility
Central	NW 11th St	NW 27th Ave	NW 22nd Ave	Pedestrian Facility
Central	27th Ave	SW 7th St	NW 11th St	Pedestrian Facility
Central	Ponce De Leon Bd	Greco Ave	SW 40th St	Pedestrian Facility
Central	S Dixie Hy	Riveria Dr	SW 42nd Ave	Pedestrian Facility
Central	SW 13th St	SW 1st Ave	S Miami Ave	Pedestrian Facility
Central	SW 37th Ave	Bird Ave/SW 40th St	Miracle Mile/SW 22nd St	Pedestrian Facility
Central	SW 42nd Ave	SW 8th St	W Flagler St	Pedestrian Facility
Central	SW 62nd Ave	SW 72nd St	SW 64th St	Pedestrian Facility
Central	SW 8th St	SW 44th Ave	SW 37th Ave	Pedestrian Facility
Central	SW 8th St	SW 74th Ave	SW 67th Ave	Pedestrian Facility
Central	SW 8th St	SW 62nd Ave	SW 47th Ave	Pedestrian Facility
Central	W Flagler St	SW 47th Ave	NW 42nd Ave	Pedestrian Facility
Central	W Flagler St	NW 32nd Ave	NW 27th Ave	Pedestrian Facility
North	NE 125th St	Griffing Bd	W Dixie Hy	Pedestrian Facility
North	NE 125th St	NE 10th Ave	NE 12th Ave	Pedestrian Facility
North	NW 10th Ave	NW 8th Strd	NW 14th St	Pedestrian Facility
North	NW 27th Ave	NW 119th St	NW 135th St	Pedestrian Facility
North	NW 27th Ave	NW 36th St	NW 41st St	Pedestrian Facility
North	NW 46th St	NW 32nd Ave	NW 27th Ave	Pedestrian Facility
North	NW North River Dr	NW 17th Ave	NW 14th St	Pedestrian Facility
Northwest	E 8th Ave	E 33rd St	E 40th St	Pedestrian Facility
Northwest	NW 183rd St	NW 67th Ave	NW 57th Ave	Pedestrian Facility
Northwest	NW 67th Ave	NW 169th St	NW 183rd St	Pedestrian Facility
Northwest	SW 107th Ave	SW 8th St	W Flagler St	Pedestrian Facility
Northwest	W 12th Ave	W 68th St	W 84th St	Pedestrian Facility
Northwest	W Flagler St	NW 87th Ave	NW 82nd Ave	Pedestrian Facility
Northwest	W Okeechobee Rd	W 8th Ave	W 4th Ave.	Pedestrian Facility
South	SW 104th St	SW 117th Ave	SW 107th Ave	Pedestrian Facility

TABLE 6
YEAR 2025 TRANSPORTATION PLAN
COST FEASIBLE PLAN- BICYCLE AND PEDESTRIAN PROJECTS
PRIORITY IV PROJECTS

Area	Project or Facility	Limits		Project Description
		From	To	
West	SW 107th Ave	SW 16th St	SW 8th Ave	Pedestrian Facility
West	SW 107th Ave	SW 32nd St	SW 24th St	Pedestrian Facility
West	SW 122nd Ave	SW 18th St	SW 10th St	Pedestrian Facility
West	SW 122nd Ave	SW 40th St	SW 26th St	Pedestrian Facility
West	SW 24th St	SW 92nd Ave	SW 87th Ave	Pedestrian Facility
West	SW 40th St	SW 107th Ave	SW 102nd Ave	Pedestrian Facility
West	SW 87th Ave	SW 16th St	SW 8th Ave	Pedestrian Facility
West	SW 88th St	SW 137th Ave	SW 127th Ave	Pedestrian Facility

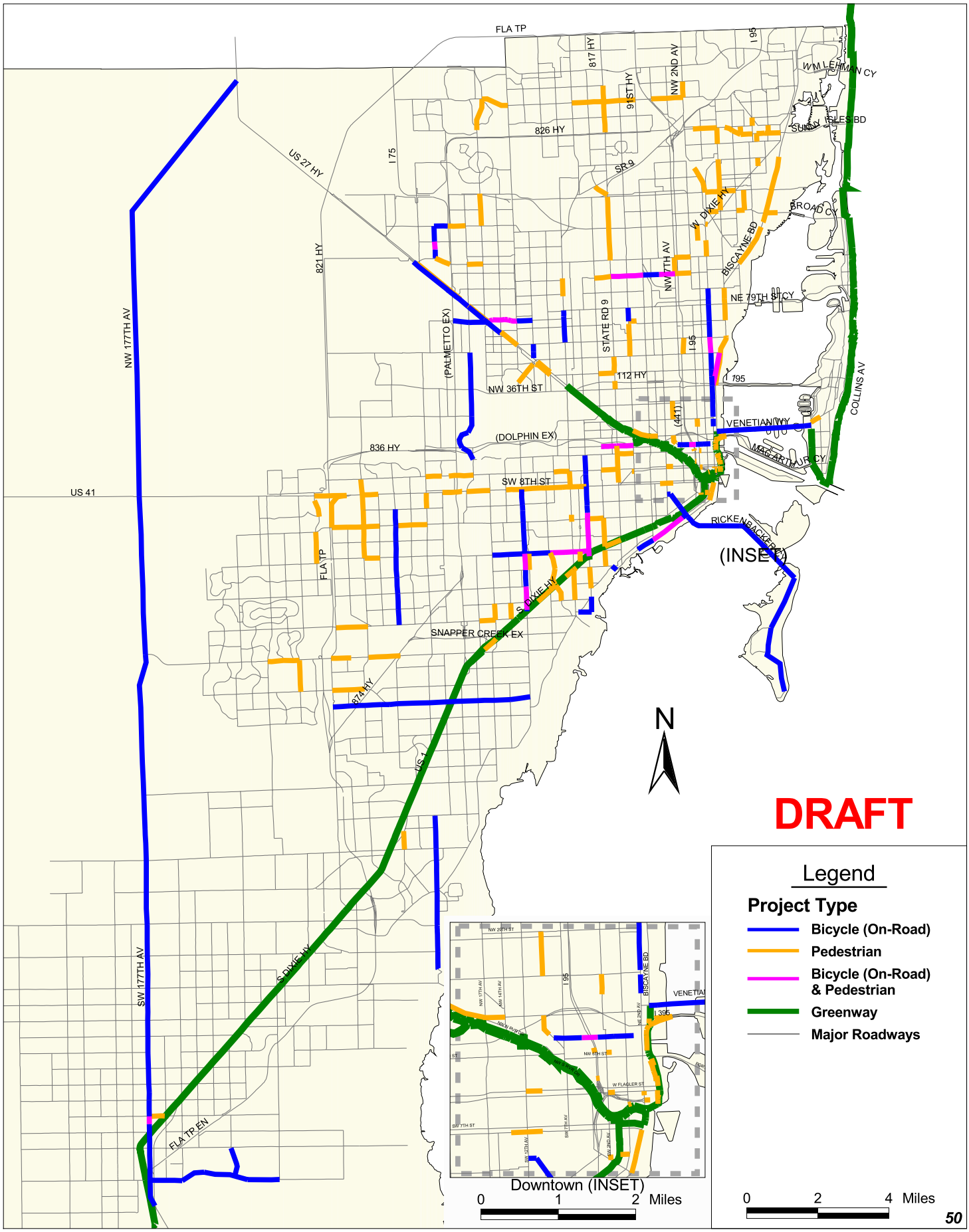
TABLE 6
YEAR 2025 TRANSPORTATION PLAN
COST FEASIBLE PLAN- BICYCLE AND PEDESTRIAN PROJECTS
PRIORITY IV - UNFUNDED PROJECTS

Area	Project or Facility	Limits		Project Description
		From	To	
Beach / CBD	Lehman Causeway	Biscayne Blvd	Ocean Ave	On-road Bicycle Facility
Beach / CBD	SW 22nd St	SW 37th Ave	SW 12th Ave	On-road Bicycle Facility
Beach / CBD	SW 1st St	SW 22nd Ave	SW 2nd Ave	On-road Bicycle Facility
Central	NW 7th St	NW 22nd Ave	NW 32nd Ave	On-road Bicycle Facility
Central	SW 22nd St	SW 37th Ave	SW 12th Ave	On-road Bicycle Facility
North	NW 7th Ave	NW 8th St	NW 36th St	On-road Bicycle Facility
Beach / CBD	Gold Coast Trail	NW South River Dr	Broward County Line	Greenway
North	Gold Coast Trail	NW South River Dr	Broward County Line	Greenway
Central	Commodore Trail	SW 105th St	South end of Crandon Blvd	Greenway
Central	Snapper Creek Trail	SW 8th St	Old Cutler Rd	Greenway
West	Snapper Creek Trail	SW 8th St	Old Cutler Rd	Greenway
Beach / CBD	W Flager St	NW 2nd Ave	NW 1St Ave	Pedestrian Facility
Beach / CBD	Collins Ave	Sunny Isles Bd	Terracina Ave	Pedestrian Facility
Beach / CBD	NE 163rd St	NE 15th Ave	NE 16th Ave	Pedestrian Facility
North	NE 12th Ave	NE 159th St	N Miami Beach Bd	Pedestrian Facility
North	NW 71st St	NW 19th Ave	NW 22nd Ave	Pedestrian Facility
North	NW 37th Ave	NW 71st St	NW 79th St	Pedestrian Facility
Northwest	W 4th Ave	68 St	NW 135th St	Pedestrian Facility
South	SW 152nd St	SW 102nd Ave	SW 92nd Ave	Pedestrian Facility
West	SW 97th Ave	SW 40th St	SW 48th St	Pedestrian Facility

Capacity improvements included in the 2002-2006 Transportation Improvement Plan and the 2025 Long Range Transportation Plan are assumed to include the construction of pedestrian and bicycle facilities by virtue of the applicable adopted design standards. Resurfacing improvements are assumed to incorporate bicycle facilties in restiping as feasible.

Table 4 represents only a portion of the unfunded projects; for a complete listing, please refer to Miami-Dade's Bicycle and Pedestrian Plans.

Figure 6: Year 2025 Transportation Plan
Minimum Revenue Plan - Bicycle and Pedestrian Projects



APPENDIX I

AIR QUALITY

AIR QUALITY

The Miami-Dade Long Range Transportation Element must conform to the provisions the Clean Air Act Amendment (CAAA) of 1990 in addition to being financially feasible. The United States Environmental Protection Agency (USEPA) designated Miami-Dade County as a moderate non-attainment area for national ozone standards. In 1995 the USEPA redesignated Miami-Dade County to attainment status, which means that for a twenty-year period, Miami-Dade County must demonstrate conformity to the maintenance plan through its Long Range Transportation Plan and Transportation Improvement Plan.

Therefore, as part of this long range planning process, an Air Quality Conformity Analysis was performed. Through this process, it was demonstrated that the projected emission levels, for the future transportation systems, would be within the established budgets. As part of this process, two Air Quality Newsletters were produced and distributed to the public for informational purposes. These Newsletters are included in this Appendix.

Projected emissions were calculated using the travel demand model and Mobile5. The results of the air quality conformity analysis, as detailed in the Conformity Determination Report, are summarized in the table below.

Miami-Dade County VOC and NOx Early Model Alternatives Summaries and SIP Budget

Model Year	Model Alternative	Population	Employment	VOC (Tons)	VOC Budget (Tons)	NOx (Tons)	NOx Budget (Tons)
1999	Validation	2,130,700	1,191,600	86.62	148.77	106.67	111.82
2005	Existing plus Committed	2,316,900	1,283,800	88.27	148.77	88.27	111.82
2010	Interim Cost Feasible	2,471,900	1,360,500	83.95	148.77	73.80	111.82
2015[1]	Interim Cost Feasible	2,626,800	1,437,300	88.57	148.77	65.36	111.82
2020	Interim Cost Feasible	2,798,600	1,494,500	97.32	148.77	65.60	111.82
2025[2]	Cost Feasible	2,969,200	1,550,900	110.39	148.77	70.14	111.82

1. The Year 2015 and 2015 Emissions Budgets are the same as the Year 2005.
2. The Year 2025 Tons of Emissions are estimated using Year 2020 rates due to limitations of MOBILE5.

Quarterly Newsletter

Air Quality and the Long Range Transportation Plan (LRTP)

March 2001

Metropolitan Planning Organization (MPO) for the Miami Urbanized Area

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About this Newsletter: The air is Clean in Miami-Dade County and residents will continue to enjoy Clean Air in the future, based on federal standards. This newsletter explains the connection between air quality and transportation, why we should care about air quality, and how citizens can do their part.

History

In accordance with the 1990 Clean Air Act (1990 CAA), the Miami-Dade County Metropolitan Planning Organization (MPO) was designated as the organization to help meet the federal air quality standards in the Miami-Dade area by ensuring that the Long Range Transportation Plan (LRTP) conforms to the State Implementation Plan for air quality. Recent air quality milestones in our transportation planning include:

1979 US Environmental Protection Area (USEPA) designates the County as moderate nonattainment area for ozone.

1993 Base year inventory of emissions is approved as part of Florida's State Implementation Plan and a maintenance plan is submitted to USEPA.

1995 USEPA redesignates the County to attainment status; which means that, for 20 years, Miami-Dade must show conformity to the maintenance plan through its LRTP and Transportation Improvement Plan.

2001 Miami-Dade County's LRTP must conform to the most recent air quality standards.

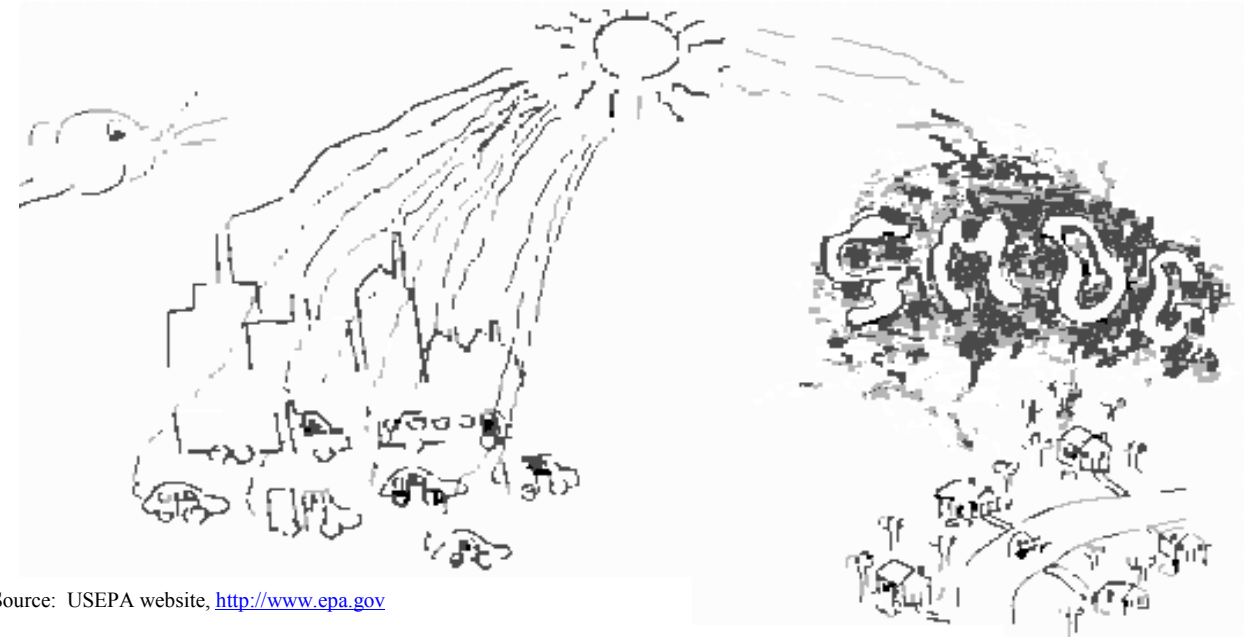
2015 Air quality conformity requirements end for Miami-Dade County.

1990 Clean Air Act was the legislation that designated the federal government control over decisions about the environment. Specifically, the 1990 amendments allowed the EPA to classify areas by severity of the pollution problem and set standards to control the problem.

Air Quality

Nonattainment Area
"A geographic area in which the level of a criteria air pollutant is higher than the level allowed by the federal standards." (USEPA website)

- The "measure of health-related and visual characteristics of the air". (US Department of the Interior website)
- Protected by the USEPA through the 1990 Clean Air Act.
- A geographic area that meets or does better than USEPA's primary air quality standard is called an attainment area; areas that don't meet the standard are called nonattainment areas.



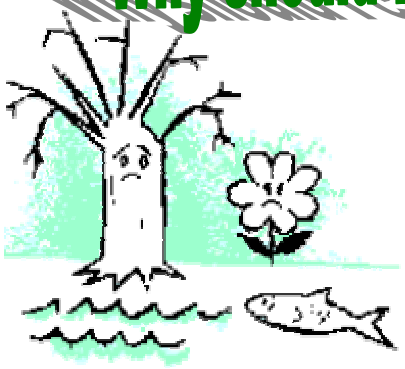
Source: USEPA website, http://www.epa.gov

Volatile Organic Chemicals (VOCs) are "Organic chemicals that contain the element carbon; VOCs include gasoline, industrial chemicals such as benzene, solvents such as toluene and xylene, and tetrachloroethylene. Many volatile organic chemicals are also hazardous air pollutants; for example, benzene causes cancer." (USEPA website)

- "Although EPA has been regulating criteria air pollutants since the 1970 CAA was passed, many urban areas are classified as nonattainment for at least one criteria air pollutant. **It has been estimated that about 90 million Americans live in nonattainment areas**." (USEPA website)
- Common pollutants of air quality that are generated from cars include VOCs and NO_xs, which lead to smog or ozone formation.
- Smog is mostly made up of ground-level ozone and is produced by many various sources including: cars, industrial factories, and paints that release fumes into the air.
- Fumes from the various sources are blown away from their sources.
- Heat and sunlight increase the speed in which the chemical reactions form the ground-level ozone.
- Often hours and miles away from the source, the smog is formed from the pollutants released.

Nitrogen Oxides (NO_x) "are produced from burning fuels, including gasoline and coal. Nitrogen oxides are smogformers, which react with VOCs to form smog. NO_xs are also major components of acid rain." (USEPA website)

Why should I care about Air Quality and Pollution?



Source: USEPA Website http://www.epa.gov

Pollution can cause:

- Cancer.
- Birth defects.
- Brain and nerve damage.
- Breathing problems.
- Damage to the environment including trees, waterways and animals.
- Property damage, including buildings and statues, from acid rain.
- A haze of smog over Miami-Dade County.

What is the connection between Air Quality and Transportation?

- Even though "today's cars produce 60 to 80 percent less pollution than cars in the 1960s" and "despite newer technology", mobile sources, including cars, trucks, buses, motorcycles, and planes are "responsible for up to half of the smog-forming VOCs and NO_xs…" today. (USEPA website)
- People are making more trips and driving further away then before.
- The majority of trips are made by Single Occupant Vehicles.
- The LRTP needs to include projects that will help the Air Quality of Miami-Dade County like: more buses, rail, bicycle facilities, sidewalks, and carpooling initiatives.
- The 1990 CAA requires that the LRTP conform to air quality standards and does not exceed the emissions budget for Miami-Dade County. See the table below for those standards.

Conformity is "in general, the agreement of transportation plans and programs with assumptions and commitments designed to attain federal and state air quality standards." (FDOT Glossary)

Miami-Dade County VOC and NOx Budget for 2000 and 2005

Emissions Type	2000 Budget	2005 Budget[1]
VOC	148.77	148.77
NO_x	111.82	111.82

[1]The 2005 Budget is used for the future years, 2010, 2015, 2020, and 2025 until a new EPA study is released.
Source: Florida Department of Transportation, *District Review of Conformity Determinations*; 525-010-014-g: July 9, 1998

What can I do?

- Attend the LRTP Public Involvement meetings and participate in making a list of future transportation projects.
- Ride Metrobus, Metrorail, or TriRail; for more information on how to use these systems call the Miami-Dade Transit Authority's Customer Service Line at (305) 770-3131.
- Carpool or utilize flex time/hours at your work, for more information on carpooling contact the South Florida Services' Customer Service Line at 1-800-234-RIDE.
- Walk or bike for short trips.
- Encourage others to consider their impacts on our air quality.
- Keep track of the South East Air Coalition for Outreach alliance whose mission is to promote air quality programs and awareness. This alliance includes public and private organizations.

Where can I go for further information on Air Quality issues?

US Environmental Protection Agency's website: http://www.epa.gov.

US Department of the Interior, Bureau of Reclamation's website: http://www.usbr.gov.

Florida Department of Transportation, Transportation and Air Quality Citations, Abbreviations and Glossary, 1995.

Florida Department of Environmental Protection website: http://www.dep.state.fl.us.

Miami-Dade County Metropolitan Planning Organization's website: http://www.co.miami-dade.fl.us/mpo.

Miami-Dade County Department of Environmental Management's website: http://www.co.miami-dade.fl.us/derm.

South East Air Coalition for Outreach website: http://www.dep.state.fl.us/sed/air/ecosystem/seaco.htm

Metropolitan Planning Organization (MPO) Secretariat
Office of the County Manager
111 NW First Street, Suite 910
Miami, FL 33128-1999

Quarterly Newsletter

Estimating Miami-Dade County's Current and Future Air Quality Standards

September 2001

Metropolitan Planning Organization (MPO) for the Miami Urbanized Area

Contact:

Miami-Dade MPO
111 N.W. First Street
Suite 910
Miami, FL 33128-1999

Phone: (305) 375-4507
Fax: (305) 375-4950

E-mail:
mpo@co.miami-dade.fl..us

Website:

About this Newsletter: This newsletter explains how the Metropolitan Planning Organization estimates the effects of present and future transportation systems on Miami-Dade County's air quality.

History

Since the passage of the Clean Air Act Amendments (CAAA) of 1990, transportation planners have been responsible for determining the impacts of surface transportation on local air quality. In 1991, Miami-Dade County was classified to be a Moderate Non-Attainment Area for national standards for ozone.

By 1995, emissions levels had been reduced such that Miami-Dade County was in attainment for ozone standards, and was reclassified as a Maintenance Area for air quality. This means that for a twenty-year period, emissions of ozone precursors must not exceed the budget level set in the State Implementation Plan (SIP).

To assure compliance, it is necessary to continually monitor current emissions generated by the transportation system. It is also necessary to estimate emissions for future alternative transportation scenarios to ensure that the maximum allowable emissions will not be exceeded. Tools such as ITS, cars that release less pollutants, and carpooling help to ensure that Miami-Dade will stay in compliance.

Intelligent Transportation Systems (ITS) has helped to make Miami-Dade County an attainment area. ITS technology includes electronic billboards to alert drivers of congestion ahead so that they my change their routes.

Emissions Estimate Using EMIS Module

USEPA (United States Environmental Protection Agency) is the federal agency designated to monitor and care for the United States' environment including the land, air, and water.

The USEPA set up a Mobile5a program to estimate emissions. The EMIS module is a factor model that estimates mobile source emissions using a combination of the Mobile5a program and other programs written expressly for use in Florida. Key components of the EMIS module include the following:

- Nationwide Average Forecast Year and Technology Specific Emissions Rates.
- Measure of Changes in Emissions Resulting from Congestion.
- Local Fleet and Environmental Characteristics.
- Adjustments for Vehicle Inspection and Maintenance Programs.

These components account for how different rates of vehicle speeds, type and number of vehicles, age of the vehicles and use of inspection programs can affect overall emissions. The first three components are used in the Miami-Dade Model. Florida discontinued the Vehicle Inspection Program in December 2000. Environmental characteristics such as elevation and temperature also affect the emissions rates.

Validation of the EMIS Model

Model Validation is the process by which a model is checked to make sure that it reflects real life scenarios. This testing allows for a more accurate estimation of future scenarios.

Validation of the emissions model is different than validation of other models since there is no method for quantifying 1999 mobile source emissions. This is because mobile source emissions are one contributor to total emissions.

Stationary sources, such as factories, contribute significantly to total emissions. For this reason, validation of the emissions model consists primarily of the development of accurate model parameters.

Since there is no exact method to calculate total emissions by individual source, evaluation of emissions estimates is typically accomplished by comparing marginal differences in emissions between years and alternatives. These are also evaluated by comparing total emissions estimates with State Implementation Plan (SIP) established emissions budgets.

1. Which of these vehicle fuels causes the least pollution?

- Electricity
- Reformulated Gasoline
- Natural Gas
- Alcohol
- Hydrogen
- Beer

Answer: Hydrogen
Source: USEPA website, http://www.epa.gov

2. Where is there most potential for future gains in reducing motor vehicle emissions?

- Better control of emissions from vehicles in actual use
- Use of clean transportation alternatives such as mass transit
- Use of cleaner fuels
- All of the above

Answer: All of the Above
Source: USEPA website, http://www.epa.gov

EMIS Key Input Parameters

The EMIS module requires input parameters to estimate emissions. These parameters are based on data collected by the USEPA and other agencies in charge of air quality.

A few of the key input parameters for the EMIS and MOBILE models include the following:

- Fleet mix, which defines the breakdown of trucks to cars and their corresponding model year;
- First and last model years, which are 1975 and 2020;
- Inspection Maintenance Factor, which is used to model the benefit gained from the Florida Motor Vehicles Emissions Program that was administered before December 2000; and
- Southeast Florida average low and high temperatures, which are 69.3 degrees Fahrenheit for the low temperature and 91.2 degrees Fahrenheit for the high.

AIRS (Aerometric Information Retrieval System) is the database of air pollution data maintained by the USEPA that is used to calculate the standards in the air quality models.

EMIS Model Calibration

Peak Ozone Season is defined as the period from May 30, 1999 to August 28, 1999 for this validation. The Peak Ozone Season runs for 13 weeks a year during the summer months.

The process used to calibrate the EMIS module for the Florida Transportation Model follows several discrete steps. These steps must be completed each time the validated model is updated.

- Summarize HPMS VMT and Weekly Factors for the Peak Ozone Season.
- Calculate Peak Ozone Season VMT.
- Summarize the EMIS module unadjusted VMT from the model's output.
- Calculate the EMIS Factor by dividing the Peak Ozone Season VMT by the unadjusted EMIS output VMT.
- Input the updated EMIS Factor into the model, re-run the model and compare model output VMT to Peak Ozone Season VMT for reasonableness.
- Summarize validation year emissions estimates and compare estimates with allowable emissions budgets from the SIP.

Highway Performance Monitoring System (HPMS) Vehicle Miles Traveled (VMT) are the number of miles traveled by vehicles that are gathered by traffic counts done by local and state agencies.

The following table summarizes the results of the EMIS module calibration for the 1999 Miami-Dade Transportation Planning Model (MTPM). For more detail regarding the EMIS module calibration, please call the Miami-Dade MPO: (305) 375-4507 or see its website: http://www.co.miami-dade.fl.us/mpo.

Miami-Dade County VOC and NOx Early Model Alternatives Summaries and SIP Budget

Model Year	Model Alternative	Population	Employment	VOC (Tons)	NOx (Tons)	VOC Budget (Tons)	NOx Budget (Tons)
1999	Validation	2,130,700	1,191,600	86.60	106.65	148.77	111.32
2005	Existing plus Committed	2,316,900	1,283,800	86.63	99.05	148.77	111.32
2010	Interim Cost Feasible	2,471,900	1,360,600	86.42	93.80	148.77	111.32
2015	Interim Cost Feasible	2,626,800	1,437,300	91.68	93.19	148.77	111.32
2020	Interim Cost Feasible	3,509,200	1,494,500	101.75	99.07	148.77	111.32
2025[1]	Cost Feasible	2,969,200	1,550,900	115.58	107.74	148.77	111.32

1. The Year 2025 Tons of Emissions are estimated using Year 2020 rates due to limitations of MOBILE5.

What can I do?

Imagine this:
"If only 100 employees commuted to work in pairs instead of driving alone for only two weeks of the year, they would save 75 pounds of hydrocarbons, 30 pounds of nitrogen oxides, 550 pounds of carbon monoxide and 500 gallons of gasoline." (Foundation for Clean Air Progress)

- Come to the MPO's Citizen Transportation Advisory Committee (CTAC) meetings. Sign up to serve on the CTAC board. For more information, call the MPO at 305-375-4507 and ask for Clinton Forbes.
- Ride Metrobus, Metrorail, or TriRail; for more information on how to use these systems call the Miami-Dade Transit Authority's Customer Service Line at (305) 770-3131.
- Carpool or utilize flex time/hours at your work, for more information on carpooling contact the South Florida Services' Customer Service Line at 1-800-234-RIDE.
- Walk or bike for short trips.
- Encourage others to consider their impacts on our air quality.
- Keep track of the South East Air Coalition for Outreach Alliance whose mission is to promote air quality programs and awareness. This alliance includes public and private organizations.

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South East Air Coalition for Outreach website: http://www.dep.state.fl.us/sed/air/ecosystem/seaco.htm.

Foundation for Clean Air Progress website: http://www.cleanairprogress.org.

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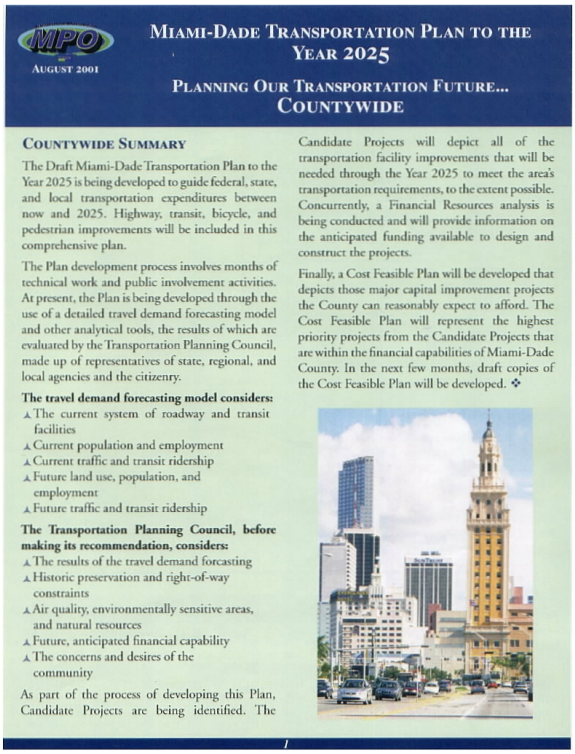
APPENDIX II

PUBLIC INVOLVEMENT

PUBLIC INVOLVEMENT

Public involvement is an important aspect of the long range transportation planning process. The MPO and the FDOT assured the opportunities for public involvement throughout the planning process. The MPO developed a Public Involvement Plan and Program to encourage meaningful public involvement. This Program identified specific strategies to inform and educate the public about transportation related planning issues and MPO activities.



MPO
AUGUST 2001

MIAMI-DADE TRANSPORTATION PLAN TO THE YEAR 2025

PLANNING OUR TRANSPORTATION FUTURE... COUNTYWIDE

COUNTYWIDE SUMMARY

The Draft Miami-Dade Transportation Plan to the Year 2025 is being developed to guide federal, state, and local transportation expenditures between now and 2025. Highway, transit, bicycle, and pedestrian improvements will be included in this comprehensive plan.

The Plan development process involves months of technical work and public involvement activities. At present, the Plan is being developed through the use of a detailed travel demand forecasting model and other analytical tools, the results of which are evaluated by the Transportation Planning Council, made up of representatives of state, regional, and local agencies and the citizenry.

The travel demand forecasting model considers:

- The current system of roadway and transit facilities
- Current population and employment
- Current traffic and transit ridership
- Future land use, population, and employment
- Future traffic and transit ridership

The Transportation Planning Council, before making its recommendation, considers:

- The results of the travel demand forcasting
- Historic preservation and right-of-way constraints
- Air quality, environmentally sensitive areas, and natural resources
- Future, anticipated financial capability
- The concerns and desires of the community

As part of the process of developing this Plan, Candidate Projects are being identified. The Candidate Projects will depict all of the transportation facility improvements that will be needed through the Year 2025 to meet the area's transportation requirements, to the extent possible. Concurrently, a Financial Resources analysis is being conducted and will provide information on the anticipated funding available to design and construct the projects.

Finally, a Cost Feasible Plan will be developed that depicts those major capital improvement projects the County can reasonably expect to afford. The Cost Feasible Plan will represent the highest priority projects from the Candidate Projects that are within the financial capabilities of Miami-Dade County. In the next few months, draft copies of the Cost Feasible Plan will be developed. ❖

Community Workshops

During the summer of 2001, the Miami-Dade Metropolitan Planning Organization (MPO) organized and conducted a series of community or public workshops on the proposed Miami-Dade Transportation Plan to the Year 2025 throughout the County. The Citizen's Transportation Advisory Council (CTAC) hosted these workshops. The objective of these workshops was to allow the citizens an opportunity to review and comment on the proposed improvements to the County's transportation system for the next twenty-four years. The workshops were area specific with respect to the proposed improvements, providing general information regarding the projects for each of the six analysis areas, as well as those on a countywide basis. A public announcement for these workshops was published in the Miami Times on Thursday, July 26, 2001, in the Miami Herald on Sunday, July 29, 2001, and in El Nuevo Herald on Sunday, July 29, 2001. In addition Press Releases were sent to local radio and television stations on Thursday, July 26, 2001 and "blast" faxes were sent to Miami-Dade County Communication's Department key contact list during this same time period. The "Call for Ideas!" flyer was mailed on several occasions in July, with the primary mailing being sent out on Wednesday, July 18, 2001.

Using a new approach to the public workshops for the draft Transportation Plan, the MPO and CTAC kicked-off a "Call for Ideas!" initiative through which comments by the public would be solicited and compiled. Rather than take large segments of time discussing preliminary projects proposals, the representatives from CTAC and the MPO "opened the floor" for comments and input from the public. Citizens were allowed early opportunity to comment and provide their ideas regarding transportation problems and solutions. Agency representatives were present and prepared to discuss proposed, programmed and planned projects as needed, but the emphasis on this workshop format was to hear from the citizenry.

Several meetings were conducted at the end of July and early August 2001, and announcements were made concerning future "Call for Ideas!" workshops. The attendees were informed that the MPO and CTAC were planning on making this a quarterly effort, but that the public participation process was a continuous one and comments were always accepted. The comment forms could be taken from this workshop and transmitted back to the MPO at a later date.

As part of the workshop preparation process, a series of seven presentation brochures were designed and published, one for each of the six areas of analysis and one as a County overview. Each brochure consisted generally of the following elements:

- A brief description of the analysis area including limits, municipalities, major roadway, major transportation services, and currently on-going or planned transportation projects.
- Demographic information of the analysis area in tabular and graphic formats including population, dwelling units, automobile ownership, employment, and trips for 1999 and 2025.
- Color graphics demonstrating the expected growth of the area's population and employment from 1999 to 2025.

The presentation materials at the Community Workshops included large sized reproductions of the population and employment growth charts for the analysis areas; an audio-visual presentation of the MPO's programs, functions, and current transportation issues; and other transportation services related handouts, brochures, and documents as prepared by the MPO or other agencies.

The workshop presentation materials were set up on tables located at or near the main library entrances and/or lobbies in order to maximize visibility and public interest and participation. Properly identified and informed MPO personnel were accompanied by representatives of other County and state agencies involved in the development of the 2025 Transportation Plan. These included personnel from the Florida Department of Transportation and Miami-Dade Transit (MDT).

The Workshops were executed in an informal presentation manner, some involving a one-on-one discussion format with the public. The workshop personnel would help each person understand the planning process, especially the public involvement part, and answer any questions. Forms were available for citizens to register their comments on the draft Plan, and citizens were encouraged to take the materials and forms home and mail, fax, or e-mail their comments to the MPO. Each participant/visitor was asked to sign an attendance sheet in order to maintain a record and/or provide them with additional information regarding the progress of the Plan.

Several copies of the draft Plan brochures were placed in the library reading and newspaper/magazine areas for public use.

Citizen Comments from "Call for Ideas!" Workshops

Comment Number	Comment	Steering Committee Response
1	Citizen commented that the traffic signals are not properly designed and operated. He suggested that to improve traffic signal systems at countywide level to reduce traffic congestions and vehicle operating costs.	The Advanced Traffic Management System (ATMS) project is in the Draft Plan.
2	Miami tourist suggested that there needs to be improvements in the transit system to reduce car usage.	Steering Committee agrees.
3	Citizen commented that it is important to increase transit routes to downtown areas of each municipality.	The MPO is currently conducting a transit circulator study. The Steering Committee also defers to MDT.
4	Consultant is working on Broward Long Range Transport Planning. He suggested Miami-Dade County should adopt population and employment balanced land use policies. He suggested that the county should also develop high-density developments both commercial/office and residential along major transit corridors. He inquired of MPO whether they performed any analysis on land use impacts to transit ridership in the county.	The MPO and Dept. of Planning and Zoning are working on this. Also, the Research Division of DPZ is currently implementing the ULAM model.
5	Citizen is working for a Youth Group and suggested that transportation planning should consider the accessibilities for low income citizen to access transit services and major employment centers.	The Steering Committee defers to MDT.
6	Multiple citizens suggested that the CTAC and MPO should improve public hearing processes to involve more citizens to participate in those public hearings. Several suggestions were made such as combining transport related public hearings with church or community meetings.	The MPO is in the process of doing this.
7	Citizen suggested that transit services should be expanded to South Dade. The current plan only focus on north-south corridors. It should be expanded to include some east-west corridors as well. Metro rail should be extended to Cutler Ridge. It is also suggested that Krome Avenue should be widened to four lanes for both travel directions.	7a. Future feeder routes to the busway will help address this issue. Also, the FAU/FIU Joint Center and So. Dade Task Force to establish urban centers. 7b. Current FDOT plans call for safety improvements to sections of Krome.

Comment Number	Comment	Steering Committee Response
8	Citizen commented that according to the county forecast, the population growth and business development would be double in south Dade areas in twenty years. It is a concern whether proposed transportation improvement projects could keep pace of travel demand increase in this area. There are only three major north-south arterial roads in South Dade. Those three roads are Turnpike, US1/South Dixie Highway and Krome Avenue. No capacity improvements are proposed for Krome Avenue and South Dixie Highway. In fact, several urban center improvements along Dixie Highway are proposed. Those developments would provide more accesses to pedestrians and bicycles. Therefore, it may even reduce capacities for cars along this corridor.	The Steering Committee points out that the ATMS, safety improvements to Krome Avenue, and the capacity improvements to the So. Dixie Highway corridor and the Busway are in the Plan, along with several arterial capacity projects that will help South Miami-Dade.
9	Citizen commented that it is important to improve connections for other north south roads.	Several are already programmed.
10	Citizen suggested that the Turnpike should improve AVI lane arrangement and suggested bus services should be free to increase bus ridership.	Refer to Turnpike and MDT. Improvements to the SunPass system are programmed in the TIP.
11	Citizen suggested to extend the metrorail line to Florida City. He considers that extending Busway is a second-class solution and metro is the first class solution.	Already in Draft Plan.
12	A mother made a very emotional presentation. Her daughter was killed in a car accident on Krome Avenue in 1999. Since then their family have been engaging in public campaign to improve safety along Krome Avenue. They strongly suggest to widen Krome Avenue from two lanes to four lanes to improve the safety of this road.	FDOT has plans to widen sections of Krome Avenue. The section from SW 8 to 88 Sts. Is under consideration for 4-laning in the draft Plan.
13	A Grandmother strongly suggested that Krome Avenue should be widened to four lanes for the sake of safety to the people. After the death of her granddaughter who was killed on Krome Avenue, it has changed her life. She strongly suggested that widening Krome Avenue should be included in the County's long-range transportation plan. She also pointed out that by widening this road it could provide additional capacities for hurricane evacuation that will even affect more life for people in South Dade Area and Monroe County.	Same response as above.
14	After those two presentations, several audience members supported the idea to increase Krome Avenue to four lanes.	Same response as above.

Comment Number	Comment	Steering Committee Response
15	Citizen proposed several transit improvements such as to provide covered bus stops, to provide shuttle buses to major communities, to improve bus fare collection methods, to provide direct and to improve bus route structure.	Refer to MDT. MDT reports that they are working on this.
16	Citizen commented that the safety of bike and pedestrian crossings along Sunset Drive should be improved.	Defer to BPAC
17	MDT Employee made several suggestions related to transit services such as to improve fare box collection, to improve process of distribution for transfer fare for special events, to prohibit bus drivers using cellular phones while buses are moving.	Refer to MDT. MDT reported that they are working on these areas, and that a cell phone prohibition is already in the Bus Operators Manual.
18	Citizen suggested to implement more metro, light rail transit and bus rapid transit services in the county. He also suggested that HOV lanes should be implemented on arterials as well.	Several projects mentioned are already in Draft Plan
19	Citizen suggested that it is important to obtain dedicated funds to improve transit services.	Correct. Steering Committee agrees.
20	Citizen commented that the Port of Miami is essential to economic well being of the county. Freight transport improvement projects for the port should be included in the transportation plan.	Several projects are in the Draft Plan
21	Citizen suggested building residential developments in downtown areas to reduce total trips.	The County supports Eastward Ho! and the Urban Infill Area. Promotion of infill development is also up to municipalities.

Project Schedule for the Public Involvement Plan Activities Associated with the Year 2025 Transportation Plan

#	Date Out	Sent to	Remarks	Mailed	Faxed	Presen-ted	Picked Up
		COMMITTEES					
1	2/21/01 3/21/01 5/16/01 6/20/01 7/18/01 9/12/01	CTAC (42 members)		X		X	
2	various dates	BPAC (22 members)		X		X	
3	"	TARC (9 members)		X		X	
4	"	TPTAC (13 members)		X		X	
5	2/12/01 6/11/01 9/10/01	TPC (18 members)		X		X	
6	6/20/01 various dates	MPO (19 members)		X		X	
		CITIES					
1	6/20/01 and various subsequent dates	City of North Bay Village		X			
2	"	Town of Medley		X			
3	"	City of Sweetwater		X			
4	"	Indian Creek Village		X			
5	"	City of South Miami		X			
6	"	City of Miami Springs		X			
7	"	City of Miami		X			
8	"	City of North Miami		X			
9	"	Village of El Portal		X			
10	"	City of Homestead		X			
11	"	Village of Biscayne Park		X			
12	"	City of Key Biscayne		X			
13	"	City of Miami Beach		X			
14	"	Village of Virginia Gardens		X			
15	"	City of Hialeah Gardens		X			
16	"	City of Miami Shores		X			
17	"	City of Opa-Locka		X			
18	"	City of Hialeah		X			
19	"	City of North Miami Beach		X			

#	Date Out	Sent to	Remarks	Mailed	Faxed	Presen-ted	Picked Up
20	"	Town of Golden Beach		X			
21	"	Town of Surfside		X			
22	"	City of West Miami		X			
23	"	Bal Harbour Village		X			
24	"	Town of Bay Harbor		X			
25	"	City of Coral Gables		X			
26	"	City of Florida City		X			
27	"	City of Aventura		X			
28	"	Village of Bal habour		X			
29	"	Village of Pinecrest		X			
		REGIONAL/LOCAL AGENCIES					
1	various dates	County Agencies	Reviewed by County Agencies conducted in TPTAC forum				
2	"	Miami-Dade County Communications Department		Faxed to various interested parties			
		STATE AGENCIES					
1	various dates	FDOT	Reviewed by FDOT offices conducted in TPTAC forum				
		FEDERAL ENTITIES					
1	various dates	Federal Highway Administration		X		X	
2	"	Federal Transit Administration		X		X	
3	"	Miccosukee Indian Tribe		X			
		MPOs					
1	various dates	Broward		X			X
		COMMUNITY, BUSINESS, AND EDUCATIONAL ORGANIZAATIONS					
1	various dates	Greater Mimi Chamber of Commerce		X			
2	"	Miami-Dade County League of Cities		X			

#	Date Out	Sent to	Remarks	Mailed	Faxed	Presen-ted	Picked Up
3	"	Florida Transportation Builders Association		X			
4	"	Kendall Federation Of Homeowners		X			
5	"	Redland Citizens Associations		X			
6	"	Health Council of South Florida		X			
7	"	Transport Workers Union		X			
8	"	St. Thomas University		X			
9	"	Miami River Coordinating Committee		X			
10	"	Florida Concrete and Products Association		X			
11	"	NMB Chamber of Commerce		X			
12	"	West Miami-Dade Federation of Homeowners		X			
13	"	MDT Paratransit Operations		X			
14	"	MDT Transit Mobility Planning		X			
15	"	Miami-Dade County Board of Education		X			
16	"	CHARLEE of Miami-Dade County, Inc.		X			
17	"	Association for Retarded Citizens		X			
18	"	Mount Sinai Medical Center		X			
19	"	Community Council for Jewish Elderly		X			
20	"	Easter Seal Society of Dade		X			
21	"	Action Community Center		X			
22	"	MACtown, Inc.		X			
23	"	North Shore Medical Center		X			
24	"	Federation Gardens		X			
25	"	Sunrise Community, Inc.		X			
26	"	Little Havana Activities and Nutrition Centers of Miami-Dade, Inc.		X			

#	Date Out	Sent to	Remarks	Mailed	Faxed	Presen-ted	Picked Up
27	"	Miami-Dade Department of Human Resources		X			
28	"	Southwest Social Services Program		X			
29	"	James E. Scott Community Association, Inc.		X			
30	"	Miami Home and Hospital for the Aged		X			
31	"	Goodwill Industries of South Florida, Inc.		X			
32	"	Lutheran Services for the Elderly, Inc.		X			
33	"	North Miami Foundation for Senior Citzens, Inc.		X			
34	"	Villa Maria Nursing Center		X			
35	"	Concept House, Inc.		X			
36	"	The Village South, Inc.		X			
37	"	National Parkinson Foundation		X			
38	"	Hope Center, Inc.		X			
39	"	The Haven Center, Inc.		X			
40	"	Mangowood Estates Citizens Association		X			
41	"	Florida Rock Industries Inc. Retarded Citizens		X			
42	6/25/01	City of Miami Community Redevelopment Agency				X	
43	9/4/01	Coconut Grove Village Council				X	
44	9/19/01	Brickell Homeowners' Association				X	
45	9/26/01	Commissioner Dorrin Rolle Town Hall Meeting				X	
46	10/1/01	Kendall Federation of Homeowner Associations				X	
47	10/2/01	CTAC Hosted Televised/ Interactive Community Meeting on the LRTP				X	
48	10/3/01	Commissioner Moss Community Roundtable				X	

#	Date Out	Sent to	Remarks	Mailed	Faxed	Presen-ted	Picked Up
49	10/11/01	Greater Miami Chamber of Commerce – Transportation Executive Committee				X	
50	10/22/01	Quarterly Community Council Chair's Meeting				X	
51	10/22/01	Miami Beach Community Development Corporation				X	
52	10/25/01	Transportation Public Forum – Miami Lakes				X	
53	11/14/01	Community Council District 11				X	
54	11/15/01	Allapattah Homeowner's Association				X	
55	11/30/01	The Haitain American Historical Society				X	
		GENERAL PUBLIC					
1	7/29/01	Miami Herald, Newspaper				Advertisement	
		COMMUNITY WORKSHOPS					
1		North	July 31, 2001				
2		South	August 1, 2001				
3		Central	August 2, 2001				
4		Informational Presentation to MPO Board	September 20, 2001				
5		Public Hearing	December 6, 2001, MPO Board Chambers, Miami				

SAMPLE INITIAL BROCHURE

The MPO is required to update the Transportation Plan for the County every 3 years.

THE SALES TAX REFERENDUM DIDN'T PASS,

... so the challenges of creating a more efficient transportation system for Miami-Dade are even greater.

Miami-Dade MPO

Contact the MPO for more information:
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Miami, FL 33128
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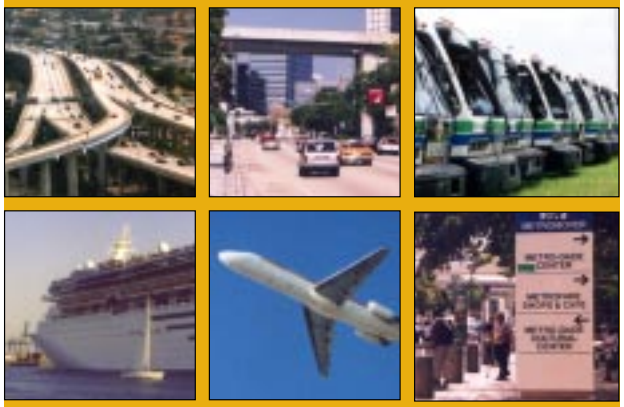
Fax: (305) 375-4950
E-Mail: mpo@co.miami-dade.fl.us

Website: www.co.metro-dade.com/mpo

Transportation Problems Ruining Your Day?

Plans For A Better Transportation System For The Future Are Being Made Today.



Will Your Ideas Be A Part Of The Solution?

How will we travel years from now?

Miami-Dade Metropolitan Planning Organization (MPO) is developing -

The MIAMI-DADE TRANSPORTATION PLAN

...and it's time for an update.

You can PARTICIPATE in -

■ Helping the experts to develop the right transportation system – One that meets the needs of the citizens and businesses of Miami-Dade.

What will we need to get around?

- ❑ ROADS
- ❑ BUSES
- ❑ RAILS
- ❑ SIDEWALKS
- ❑ BICYCLES
- ❑ TECHNOLOGY
- ❑ GREENWAYS
- ❑ RIDESHARING

The Transportation Plan will look at where we want to go and identify what we NEED to get there safely and efficiently. The needs of existing and future businesses and citizens are considered and a list of projects is created. Solutions will include new approaches to old problems.

What can we afford?

Not all the projects we need can be built. There is not enough funding to include them all in the Transportation Plan. Which are the MOST important?

- More roads?
- More rail and buses?
- Alternative work hours?
- Additional carpooling?

How can you help decide what projects are included in the Transportation Plan?

■ Attend Citizen's Transportation Advisory Committee (CTAC) Meetings held on the 3rd Wednesday of each month.

■ Watch for articles and notices of public meetings in local newspapers in your area.

■ Follow development of the Transportation Plan and make comments at www.co.miami-dade.com/mpo

■ Call or Fax the MPO and ask for information or give your ideas:
Phone: (305) 375-4507 or
Fax: (305) 375-4950.

Citizen and business participation is the only way to build the BEST plan for Miami-Dade's future.

SAMPLE COUNTYWIDE BROCHURES

August 2001

Miami-Dade Transportation Plan to the Year 2025

Planning Our Transportation Future... Countywide

Countywide Summary

The Draft Miami-Dade Transportation Plan to the Year 2025 is being developed to guide federal, state, and local transportation expenditures between now and 2025. Highway, transit, bicycle, and pedestrian improvements will be included in this comprehensive plan.

The Plan development process involves months of technical work and public involvement activities. At present, the Plan is being developed through the use of a detailed travel demand forecasting model and other analytical tools, the results of which are evaluated by the Transportation Planning Council, made up of representatives of state, regional, and local agencies and the citizenry.

The travel demand forecasting model considers:

- The current system of roadway and transit facilities
- Current population and employment
- Current traffic and transit ridership
- Future land use, population, and employment
- Future traffic and transit ridership

The Transportation Planning Council, before making its recommendation, considers:

- The results of the travel demand forcasting
- Historic preservation and right-of-way constraints
- Air quality, environmentally sensitive areas, and natural resources
- Future, anticipated financial capability
- The concerns and desires of the community

As part of the process of developing this Plan, Candidate Projects are being identified. The Candidate Projects will depict all of the transportation facility improvements that will be needed through the Year 2025 to meet the area's transportation requirements, to the extent possible. Concurrently, a Financial Resources analysis is being conducted and will provide information on the anticipated funding available to design and construct the projects.

Finally, a Cost Feasible Plan will be developed that depicts those major capital improvement projects the County can reasonably expect to afford. The Cost Feasible Plan will represent the highest priority projects from the Candidate Projects that are within the financial capabilities of Miami-Dade County. In the next few months, draft copies of the Cost Feasible Plan will be developed. ❖

Goals and the Plan

Goal 1: ***Improve Transportation Systems and Travel***

Goal 2: ***Promote Economic Vitality***

Goal 3: ***Enhance Social Benefits***

Goal 4: ***Encompass Environmental and Energy Concerns***

Goal 5: ***Integrate Land Use, Growth, and Development Considerations***

Goal 6: ***Optimize Investment Strategies***

How Will We Travel Years From Now?

Miami-Dade Metropolitan Planning Organization (MPO) is developing -

The Miami-Dade Transportation Plan

...and it's time for an update

What Can We Afford?

Not all the projects we need can be built. There is not enough funding to include them all in the Transportation Plan. Which are the MOST important?

- More roads?
- More rail and buses?
- Alternative work hours?
- Additional carpooling?

What Will We Need To Get Around?

- ROADS
- BUSES
- RAILS
- SIDEWALKS
- BICYCLES
- TECHNOLOGY
- GREENWAYS
- RIDESHARING

The Transportation Plan will look at where we want to go and identify what we NEED to get there safely and efficiently. The needs of existing and future businesses and citizens are considered and a list of projects is created. Solutions will include new approaches to old problems.

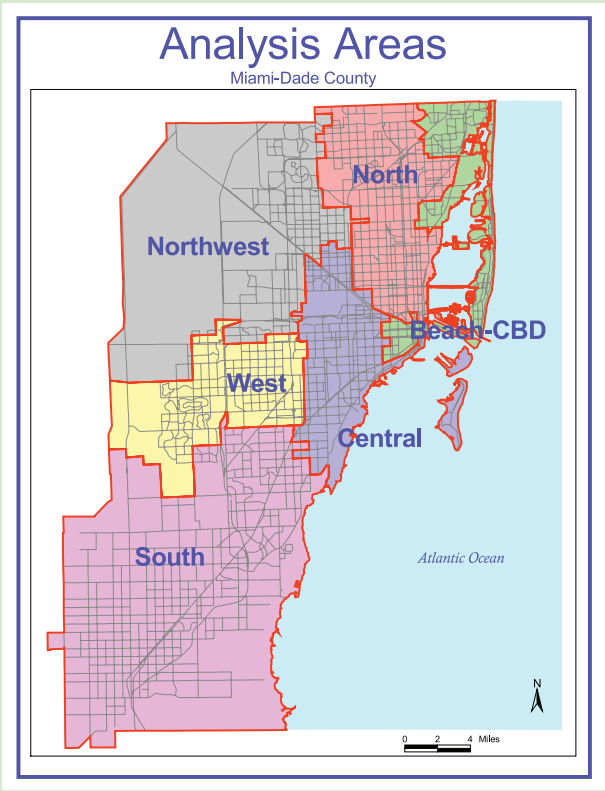
Candidate Projects for the Plan

As indicated, a list of Candidate Projects will be identified as major capital transportation facility improvements that will be needed through the Year 2025. These Candidate Projects will be developed to show needs only, regardless of project costs.

All of the Candidate Projects will not be constructed by the Year 2025, due to financial constraints. A subset of the recommended Candidate Projects, referred to as the Recommended Cost Feasible Plan, will represent the projects that transportation officials can reasonably expect to be able to afford to construct in Miami-Dade County through the Year 2025.❖

Analysis Areas and Future Growth

Miami-Dade County has been divided into six planning areas of analysis for purposes of presentation during the public meetings for the Miami-Dade Transportation Plan to the Year 2025.



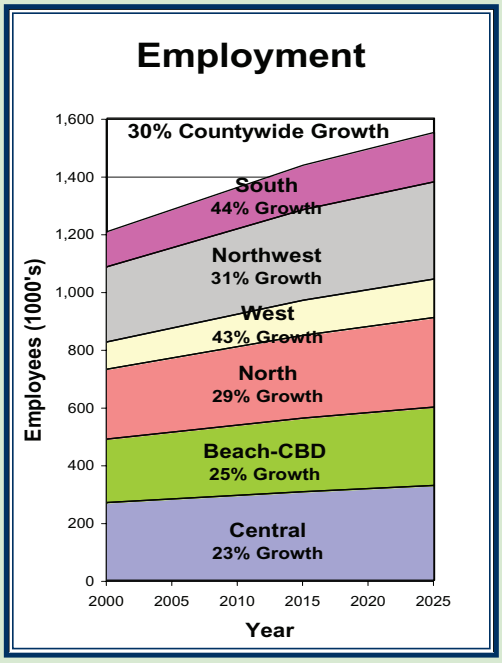
The six Analysis Areas listed below are depicted on the map.

- Northwest
- West
- Beach - Central Business District (CBD)
- North
- Central
- South ❖

Miami-Dade population will increase by 39% between 1999 and 2025.

Demographic and transportation data are the driving force in developing the projects. The table depicts the future growth that will shape the area between 1999 and Year 2025. ❖

Demographic and Transportation Information	1999	2025	Percent Increase
Population	2,130,700	2,969,200	39%
Dwelling Units	767,900	1,040,700	36%
Employment	1,191,600	1,550,900	30%
Autos	1,507,100	2,096,500	39%
Trips	7,287,000	10,111,000	39%



Miami-Dade employment will increase by 30% between 1999 and 2025.

Your Input . . .

We Want Your Ideas to be a Part of the Solution!

Through the year 2025, it is anticipated that the population growth in Miami-Dade County will increase 39 percent and employment will increase by 30 percent! However, there is not enough funding to accommodate this growth. The challenges of creating a more cost-efficient transportation system for Miami-Dade County are great.

We want your ideas to be a part of the solution to this challenge.

Send your ideas to:
Project Manager
Miami-Dade Transportation Plan
to the Year 2025
Suite 910
111 N.W. First Street
Miami, FL 33128

Phone: (305) 375-4507
Fax: (305) 375-4950

Website: www.co.miami-dade.fl.us/mpo
E-mail: mpo@miamidade.gov

What's Next?

Once the 2025 list of Candidate Projects has been finalized with the input from the public, these projects will be evaluated based on the Project's Goals and Objectives. The projects will then be prioritized based on this evaluation to help develop the 2025 recommended Cost Feasible Plan. The Cost Feasible Plan balances the needed projects with the projected available financial resources.❖

Plan de Transporte para el Condado Miami-Dade para el Año 2025

Planeando el Futuro Nuestro Transporte... Todo el Condado

Agosto del 2001

Resumen Para Todo el Condado

El plan de transporte del Condado Miami-Dade para el año 2025 está siendo desarrollado para canalizar los gastos federales, estatales y locales destinados al transporte. Mejoras en carreteras, trasporte público, vías peatonales y de bicicletas serán incluídas en este plan.

El proceso para desarrollar el plan toma meses de trabajo técnico y de actividades para informar a la comunidad. En el presente, el plan está siendo desarrollado con la ayuda de un complejo modelo de computador para la predicción de demanda de viajes y otras herramientas que ayudan a su análisis. Los resultados obtenidos son evaluados por el Concejo de Planeación de Transporte que está compuesto por representantes de agencias estatales, regionales y locales, y por el público en general.

El modelo de predicción de demanda de viajes considera lo siguiente:

- El sistema existente de carreteras y transporte público
- Cifras actuales de población y empleo existentes
- Volumen de tránsito y uso del transporte público existentes
- Futuro uso de la tierra, población y empleo
- Futuro volumen de tránsito y uso del transporte público

El Concejo de Planeación de Transporte, considera lo siguiente antes de hacer sus recomendaciones:

- Resultados de las predicciones de demanda de viajes
- Preservación histórica y derechos de vía
- Calidad del aire, áreas ambientalmente sensibles y recursos naturales
- Futura capacidad financiera (estimada)
- Las necesidades y los deseos de la comunidad

Como parte del proceso de desarrollo de este plan, se están estudiando los posibles proyectos que ilustrarán todas las mejoras a la infraestructura de transporte existente que serán necesarias hasta el año 2025. Paralelamente, se está realizando un análisis de recursos financieros que proveerán información acerca de los fondosque se anticipan estén disponbles para la construcción de dichos proyectos.

Finalmente, un plan de posibilidades de costos será desarrollado enumerando aquellas mejoras capitales que el condado puede financiar. El plan de posibilidades de costos representará los proyectos con mayor prioridad de entre el listado de proyectos que el condado puede financiar. En los próximos meses, se desarrollarán planes preliminares de las posibilidades de estos fondos.❖

Objetivos del Plan

Objetivo #1: ***Mejorar los sistemas de transporte y de viaje***

Objetivo #2: ***Promover viabilidad económica***

Objetivo #3: ***Aumentar los beneficios sociales***

Objetivo #4: ***Atender los problemas ambientales y de energía.***

Objetivo #5: ***Integrar las consideraciones de uso de la tierra, crecimiento, y desarrollo***

Objetivo #6: ***Optimizar las estrategias de inversión***

¿Cómo vamos a viajar en los años por venir?

La Organización de Planeación Metropolitana de Miami-Dade (MPO) está desarrollando-

ElPlan de Transporte de Miami-Dade para el Año 2025

...Y es tiempo para un adelanto

¿Qué podemos financiar?

No podemos construir todos los proyectos que necesitamos. No hay fondos suficientes para incluirlos a todos en plan de transporte. ¿Cuáles son los más importantes?

- ¿Más carreteras?
- ¿Más trenes y autobuses?
- ¿Horas alternas de trabajo?
- ¿Más automóviles compartidos?

¿Qué necesitamos para movernos?

- ¿Carreteras?
- ¿Autobuses?
- ¿Trenes?
- ¿Andenes?
- ¿Bicicletas?
- ¿Tecnología?
- ¿Vías verdes?
- ¿Compartir transporte?

El Plan de Trasporte identificará a donde queremos ir y decidirá que necesitamos para llegar de una manera segura y eficiente a nuestro destino. Las necesidades de los ciudadanos y de las industrias existentes y futuras son consideradas y se crea una lista de proyectos. La solución incluirá nuevos enfoques a viejos problemas.❖

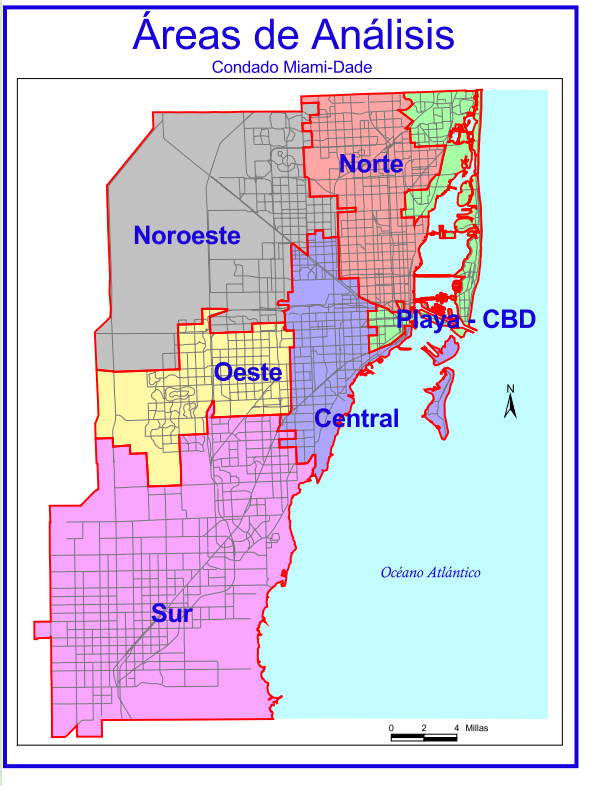
Proyectos candidatos para el Plan

Como se indicara anteriormente, se identificará una lista de proyectos que representarán las mejoras al sistema de transporte necesarias para el año 2025. Estos proyectos se desarrollarán para indicar solamente las necesidades, sin de tener en cuenta el costo.

Todos los proyectos no podrán ser construídos para el año 2025 debido a la falta de recursos económicos. Un grupo de los proyectos recomendados, que se llama Plan de Recomendaciones Económicamente Viables, representarán los proyectos que los oficiales de trasporte podrán financiar y construir en el condado de Miami-Dade hasta el año 2025.❖

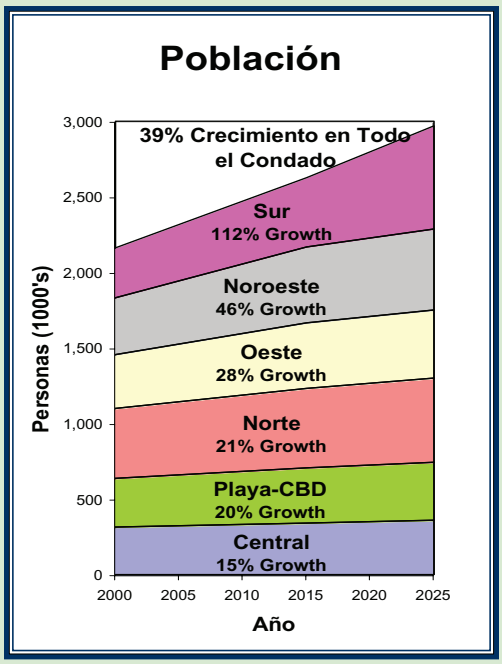
Areas de Análisis y Crecimiento Futuro

Con el propósito de presentar a la ciudadanía el Plan de Transporte para el Año 2025, el condado de Miami-Dade se ha dividido en seis áreas de planeación y análisis.

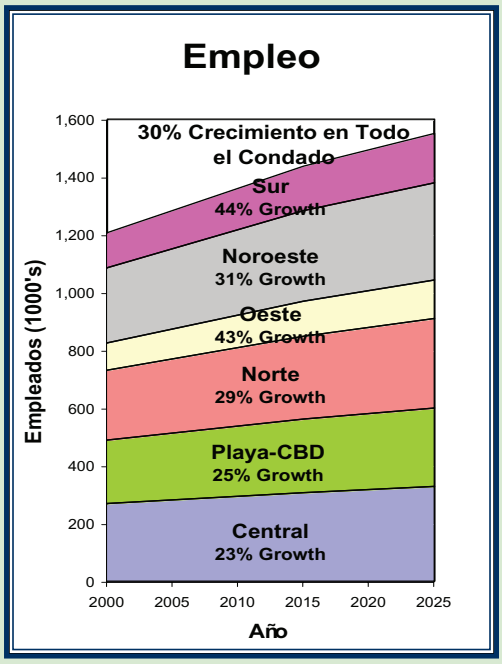


Las seis áreas de análisis se listan a continuación y se muestran en el mapa.

- Noroeste
- Oeste
- Playa - Distrit Central de Negocios (CBD)
- Norte
- Central
- Sur❖



La población de Miami-Dade aumentará en un 39% entre 1999 y 2025.



El empleo en Miami-Dade incrementará en 30% entre 1999 y 2025.

Los datos **Demográficos y de Transporte** son la fuerza que mueve los proyectos en desarrollo. La tabla ilustra el crecimiento futuro que dará forma al área entre 1999 y 2025.❖

Información demográfica y de Transporte	1999	2025	Incremento Porcentual
Población	2,130,700	2,969,200	39%
Unidades de vivienda	767,900	1,040,700	36%
Empleos	1,191,600	1,550,900	30%
Automóviles	1,507,100	2,096,500	39%
Viajes	7,287,000	10,111,000	39%

Tus Aportes

¡Nosotros queremos que tus ideas sean parte de la solución!

Para el año 2025, se estima que el crecimiento de la población en el condado Miami-Dade va a aumentar en un 39% y que el empleo va a crecer solo un 30%! Sin embargo, no hay fondos suficientes para acomodar este crecimiento. Los retos de crear un sistema de trasporte más eficiente y económicamente viable para el condado de Miami-Dade son grandes.

Nosotros queremos que tus ideas sean parte de la solución en este reto que enfrentamos.

Envía tus ideas a:
Administrador del Proyecto,
Plan de Trasporte 2025 para Miami-Dade
Suite 910
111 N.W. First Street
Miami, FL 33128

Teléfono: (305) 375-4507
Facsimil: (305) 375-4950

Sitio de Internet: www.co.miami-dade.fl.us/mpo
Corréo Electrónico: mpo@miamidade.gov

¿Qué continua?

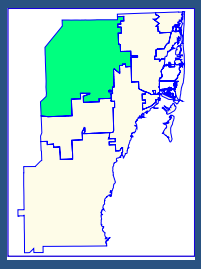
Una vez que la lista de proyectos del plan 2025 sea finalizada con el aporte del público, estos proyectos se evaluarán basados en las metas y objetivos previamente establecidas. El siguiente paso es producir el Plan de Recomendaciones para el Año 2025, basado en las prioridades y viabilidad económica. Este plan, establece un balance entre los proyectos de mayor prioridad y los recursos económicos disponibles.❖

SAMPLE ANALYSIS AREA BROCHURES

August 2001

Miami-Dade Transportation Plan to the Year 2025

Planning Our Transportation Future... Northwest

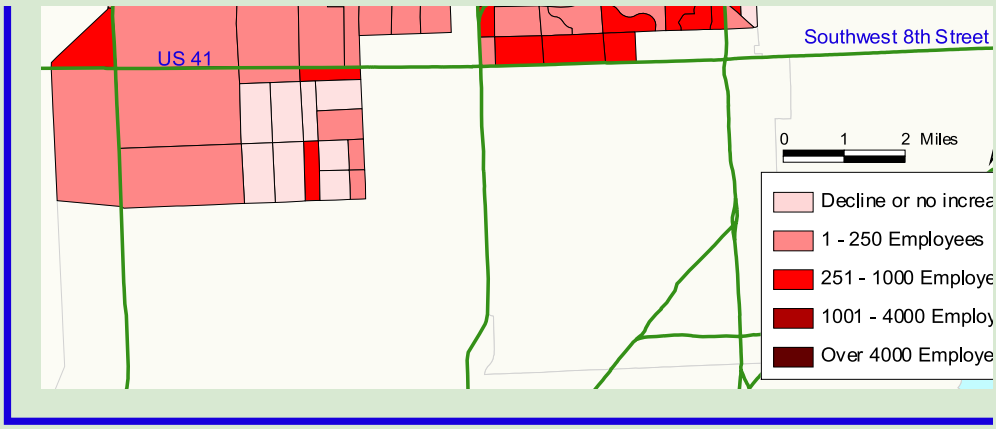


Northwest Transportation Planning Area Overview

This brochure provides background information on the Northwest Transportation Planning Area as part of the Miami-Dade County Metropolitan Planning Organization's (MPO) update to its Transportation Plan to the Year 2025. The Transportation Plan will identify the location, function, and size of new or improved infrastructure. The Transportation Plan addresses a twenty-year horizon and includes highway, transit, bicycle and pedestrian improvements.

With our county's population expected to grow to 3 million and our employment base to grow to over 1.5 million by 2025, our transportation needs are numerous. Demand for travel is expected to increase significantly over the next 25 years. The traffic, as measured in person trips, is projected to grow by 39% Countywide. Projects for the Transportation Plan are being formulated to help accommodate the additional trips and to help alleviate future deficiencies in the roadway network facilities. The demographic and transportation information for the Northwest Area is shown in the table below.

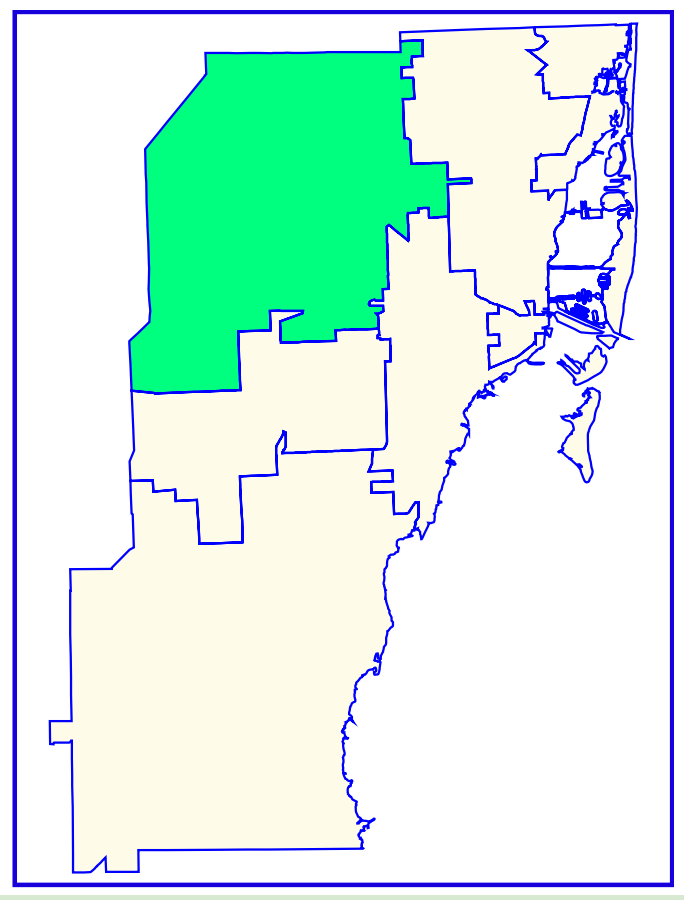
This brochure is intended to communicate to the County's citizens the major milestones of the update. The following contains illustrations of population and employment growth for the Northwest Area. Questions or comments can be addressed to the Miami-Dade MPO, Project Manager, Miami-Dade Transportation Plan to the Year 2025at 111 N.W. First Street, Suite 910, Miami, Florida 33128, phone **(305) 375-4507,** or E-mail us at **mpo@miamidade.gov.** For more information, please see the MPO's website: **www.co.miami-dade.fl.us/mpo.**❖



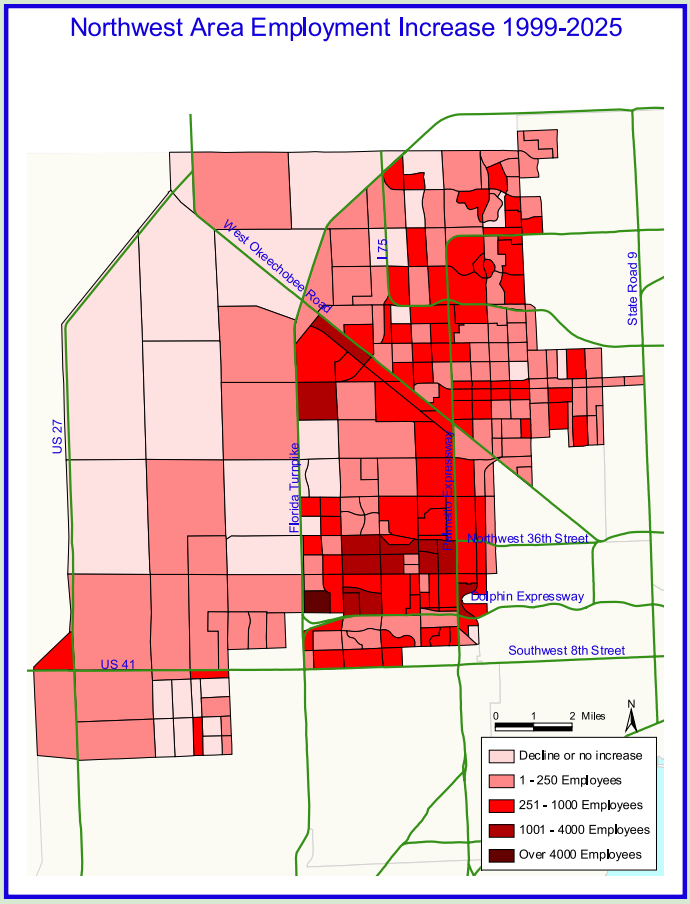
Future Growth

Boundaries and Corridors

The Northwest Transportation Planning Area covers the northwestern part of Miami-Dade County which is mainly west of NW 57th Avenue and north of SW 8th Street/Tamiami Trail. This area includes the Cities of Hialeah, Sweetwater, and Miami Lakes, the towns of Medley and Hialeah Gardens, the Lake District, and the Doral and Airport West commercial and industrial areas. The Northwest Area is traversed by several important transportation corridors including the SR-826/Palmetto Expressway, I-75, Okeechobee Road, SW 8th Street/Tamiami Trail, and Krome Avenue.❖



The population in the Northwest Area of Miami-Dade County will increase by 46% between 1999 and 2025.

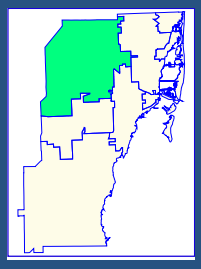


The number of employees in the Northwest Area of Miami-Dade County will increase by 31% between 1999 and 2025.

Plan de Transporte para el Condado Miami-Dade para el año 2025

Planeando el futuro nuestro transporte... Noroeste

Agosto del 2001



Área Noroeste de Planeación de Transporte

Este panfleto es una actualización del plan de transporte 2025 de la organización metropolitana de planeación (MPO) y proporciona información general acerca del área de planeación de transporte Noroeste. El plan de transporte identificará la localización, la función y el tamaño de la infraestructura nueva y remodelada. El plan de transporte tiene un horizonte de veinte años e incluye mejoras en carreteras, trasporte público, vías peatonales y de bicicletas.

Para el año 2025, la población de nuestro condado ascenderá a 3 millones y nuestra base de empleo a 1.5 millones creando numerosas necesidades de transporte. Se espera que la demanda de viajes aumente significantemente en los próximos 25 años. Se prevé que el tráfico en todo el condado, medido en términos de viajes por persona, aumente en 39%. Se están formulando proyectos para el plan de transporte que ayudarán a acomodar los viajes adicionales y aliviarán futuras deficiencias del sistema de carreteras. La información demográfica y de transporte de la zona Noroeste está expuesta en la tabla mostrada abajo.

La intención de este panfleto es de informar a los ciudadanos del condado los eventos más importantes de la actualización. A continuación hay gráficas que muestran el crecimiento de la población y del trabajo

en la zona Noroeste. Para preguntas y comentarios pueden dirigirse al Administrador del proyecto de transporte de Miami-Dade 2025 del MPO de Miami-Dade al 111 N.W. First Street, Suite 910, Miami, Florida 33128, teléfono **(305) 375-4507**, o al correo electrónico **mpo@miamidade.gov**. Para más información por favor diríjase a la página de Internet del MPO en: **www.co.miami-dade.fl.us/mpo**❖

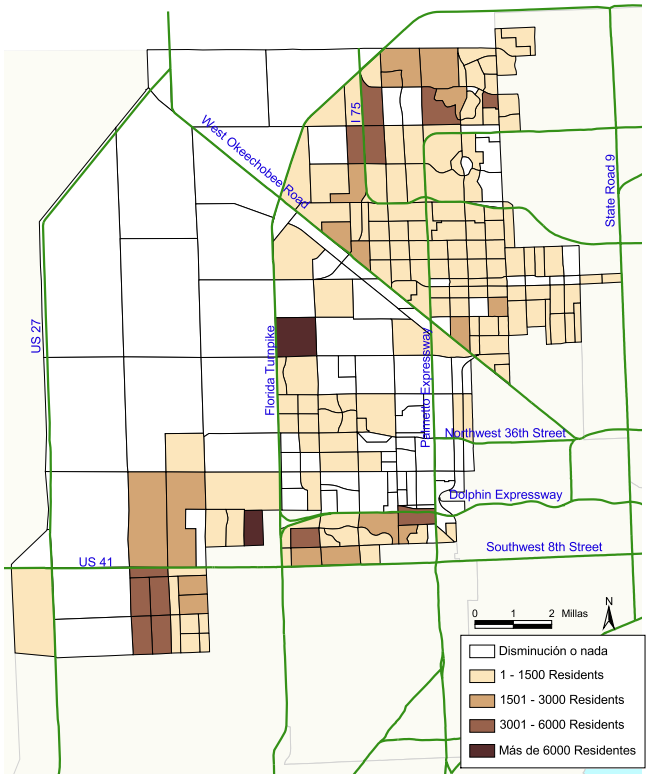
Información demográfica y de Transporte	1999	2025	Incremento Porcentual
Población	367,400	536,500	46%
Unidades de vivienda	123,600	168,900	37%
Empleos	256,300	336,700	31%
Automóviles	278,300	396,600	43%
Viajes	1,243,000	1,858,00	49%

Crecimiento Futuro

Fronteras y Corredores

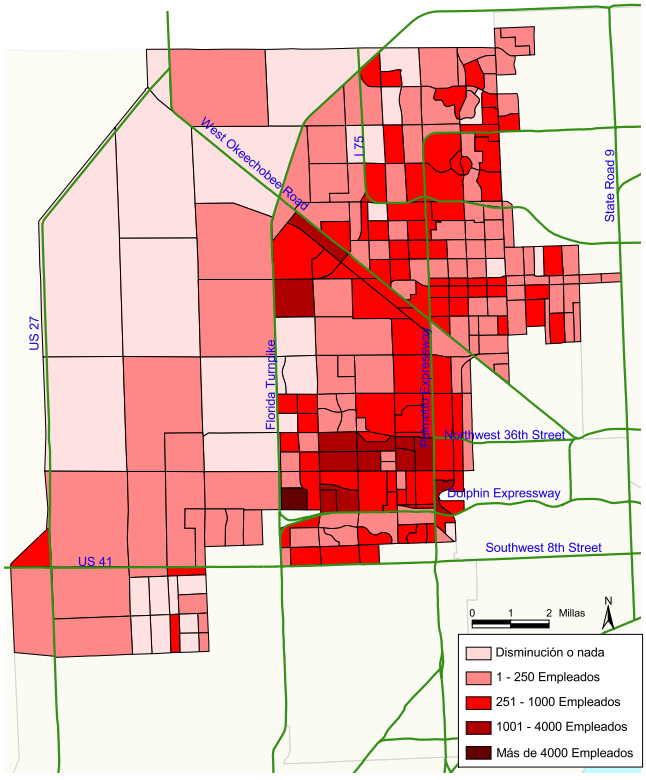
El área de planeación de transporte Noroeste del condado de Miami-Dade es principalmente el área al oeste de la avenida 57 NW, y al norte de la calle 8 SW / Tamiami Trail. Esta área incluye las ciudades de Hialeah, Sweetwater y Miami Lakes, los pueblos de Medley y Hialeah Gardens, el distrito del lago y las áreas comerciales e industriales de Doral y el aeropuerto. El área Noroeste es atravesada por numerosos corredores de transporte importantes, incluyendo SR 826 / Palmetto Expressway, I - 75, La carretera Okeechobee, la calle 8 SW / Tamiami Trail y la avenida Krome.❖

Incremento de la Población en el Área Noroeste 1999-2025



La población del condado Miami-Dade en el área Noroeste crecerá en 46% entre 1999 y 2025.

Incremento de Trabajo en el Área Noroeste 1999-2025



El número de empleos del condado Miami-Dade en el área Noroeste crecerá en 31% entre 1999 y 2025.